San Jose.. Electric night National to Roberts

CYCLE NEWS

WEST

Volume XIII : Number 28 : July 20, 1976 75¢

USGP '76

125

NEWSPAPER

THE LATEST POOP BY PAPA WEALEY

Remember Robert George? (CN did a brief preview of his double-Harley Bonneville streamliner early last year.) He has applied to the AMA for a world land speed record attempt with the machine, and will field Dave Campos as primary rider. Dave already has broken into the "Over 200" club on a partially streamlined double-Harley project of George's.

When enough spectators (20,000) showed up at the Duckworth/Laconia Classic road race National to guarantee a good return to the Loudon, N.H. promoters, they, in turn, refunded all the "back gate" fees collected from the riders. How 'bout that?

Randy Skiver held off Chuck Joyner and Sonny Burres to win the Expert portion of the AMA Pacific Regional TT at Castle Rock June 26. The third place finish still keeps Sonny Burres in the Expert points lead for the region. Results in Results Section.

The August 22 CANAM Amateur Motocross Championship area qualifier has been moved from FastTrack Int'l. near Phoenix to a new location: Sunshine Cycle Park, Tucson, Arizona. We also hear that earthmoving equipment used by an earlier motocross promoter destroyed the back section of FastTrack's road race course, and the financially troubled facility may never be repaired. Bummer.

Robert Blake, "Baretta" to you TV freaks, was a spectator at the Carlsbad USGP. Says he thoroughly enjoyed the show.

SPORT Magazine's August issue, available mid-July, will carry a personality piece on U.S. 250cc motocross champ Tony D.

SAIAD, the Italian Suzuki importer, is undercutting Harley-Davidson by about a thousand dollars with a Suzuki 250 twin Junior-class (clubman) GP road racer built in small batches by Suzuki technician Masahuru Endo, according to the British papers. The limited-edition Italian project bikes are ported, fitted with Krober ignition and 34mm Mikunis. Claimed horsepower is 46 at 10,800 RPM, claimed weight with fairing is 235 pounds.

Admirable Achievement Award at the CERA Fool's Gold VI Enduro went to David McCurley, who drove to California from Coffeeville, Kansas to take his kid to an enduro. They rode a stock CL360 Honda, with turn signals and street tires, as far as the second check.

Mike Bast's "at-home" scoring average is 14.38 out of a possible 15 at the Los Angeles Sprockets' home track in Irwindale.

Did we say that Harley-Davidson's "Salute to American Motorcycling" road show at the Superbowl would be the first public showing of the 1977 models? Didn't think so. With additional entries by California dealers, the July 24 expo should be bigger than the one in Daytona. And what a mob that one drew!

Trials afficionados (all two of you), it's getting close — the U.S. International Round, July 25 at Gold Bar, WA. According to Pacific Northwest Trials Assoc., at least the top ten Europeans are scheduled to show against 15 to 20 of the top Americans. Gold Bar is a town of 500 in Cascade foothills 'way east of Seattle, so unless you've been quick about motel reservations or like to drive, bring a sleeping bag.

Trippe-Cox got their AMA, FIM, and ABC signs back and the returner donated the $50 to the Muscular Dystrophy Foundation. Seems like Cycle News has a lot in common with Sherlock Holmes. Ella Fitzgerald, Dr. Watson.

Down at U.S. Suzuki they have a neat little wooden model of the new RM 80. It is built for the dealer shows and keeps people from riding off on it and dinging it up.

Lake Whitney Cycle Ranch has been sold and will be run by Dicky Turnbo's father and former owner Harvey Evans.

Speaking of Texas tracks Mosier Valley and Lake Whitney hosted the first two rounds of the $10,000 Texas Motocross Championship and over 700 riders showed up. Full story next week.

Jammin' Jimmy tweaked his knee again at Saddleback Saturday. Saddleback preps the track on Friday for the Saturday race, on Saturday for the Sunday race and on Sunday for the new Monday morning race prepared practice session. Nothing like being prepared.

Cycle News has moved to its new location at 2201 Cherry Ave. in Long Beach. No longer are we going to be able to match our typewriters to the throbbing of the oil wells, all that is behind us, beside us and in front of us at the new building.

"It was a super race and the road was in good condition; besides, I love fireroading and that's what Pikes Peak is all about!" After a whole lot of good luck and crossed fingers, Steve Scott pieced together one good machine, after blowing up both his practice bike and race bike, to claim his fifth straight win at the famous Pikes Peak Fourth of July Hillclimb.

Last week's ad for the July 18, D-36 TT at San Jose Fairgrounds contained a error. The ad read D-37 TT, which of course everyone up there knows should have been D-36.

Gene Romero to Mert Lawwill at San Jose: "I only got one fresh Carlisle left; if I wreck or get killed, you can borrow it . . ."

Mike Kidd rode his own Harley to third in the San Jose Half Mile National; will ride Mert's bike again at Castle Rock and at the Ascot TT.

Last week John McCown learned that KJ had been found, apparently killed by a vehicle while trying to cross a highway near Ridgecrest. He had been surviving in the desert, was even seen getting water at a ranch but ran off. KJ was buried near where he was found, and his finisher pin-studded collar returned to the McCown family.

The Littlest Lackey is Lia Elizabeth, born to Bad Brad and Lori Friday, July 9 in Pinole, Ca. Momma Lori is doing fine, but Brad's still out after hearing the babe's first words: "Go for it, Dad!"

American Jawa/CZ gifted Frank Ewalt, Burbank dealer Dick Varnel, and Lou Massello for their rides in Spillway Park's recent Motocross for Cerebral Palsy. Varnel said, "My kid's been ridin' motocross for a couple of years . . . but the old man is the first to come home with a check!"

Redwood Mini-Cycle Park, near Novato, is now open for riders 15 and under with parental permission on file. Summer schedule is seven days a week, 9 a.m. to 4 p.m. Call 479-1100, Marin County Parks & Recreation for into.

Radio station KAVR's Skip Young interviewed Mike Laney and Don England for rebroadcast prior to 395 Cycle Park's coming TT and Half Mile School. Tell 'em Pop says KAVR is neat.

New boss appointed to head up the National Highway Traffic Safety Administration in D.C. is Mr. John Snow. Rumor says that he's a biker and opposed the helmet law.

Does this mean that henceforth every declaration to come out of NHTSA will be a Snow job?

Lance Weil lit on his head when he crashed his TZ700 in a patch of oil Sunday at Ontario's AFM road race. Hopefully he'll be up to speed the following race weekend, as he's got to be Race Director for a W/ERA two day, again at Ontario.

In a bit of inter-shop rivalry, Mr. Jag's Jim Haberlin has challenged Steve Peterman to a vintage match race — Melo Velo versus Gold Star Clubman July 18 (at dawn?) at Ontario. Or maybe high noon.

Randy Cleek gave the San Jose Half Mile National a miss, still suffering hangover mechanical problems from Albuquerque and taking time to get things right.

Sunday, July 18, right after the Castle Rock National TT, the Sidewinders at Clackamas, Oregon will host a Pacific Regional TT with a guaranteed $3500 purse. It's a twi-night event, gates open at 4 p.m., first race at 6. Call (503) 659-1022 or 659-1820 in case of possible rainout.

BLM has released a resource use plan for the Yuha Desert in Imperial County, east of San Diego. More info can be obtained at the Riverside District Office (1695 Spruce St.) or the El Centro Resource Area Offic (1629 Main St., Valley Plaza).

Did we mention that 395 Cycle Park's July 16 TT/Half Mile School is free? Call (714) 246-6109 for info. Minors will need a signed release.

Tip of the week — Tony D cuts the bottom off of an old pair of MX socks and pulls them up over his knees to provide extra padding and insulation before putting on a new pair of socks. Papa's been doing that for years, but only cause he couldn't afford the new socks.

Frank Gillespie, tell the joker on your crew thanks for the "Super Tab" stickie.

Following the summer long motocross claiming rule debate it appears now that it will soon be changed to match the Grand National claiming rule. The only thing that can be taken in that case is the engine and ignition system. The rules committee is voting on it now, then the board of trustees must approve it.

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Subscription
One year, second class mail $12.50; 2 years, second class mail, $22.50; 3 years, second class mail, $30.00;

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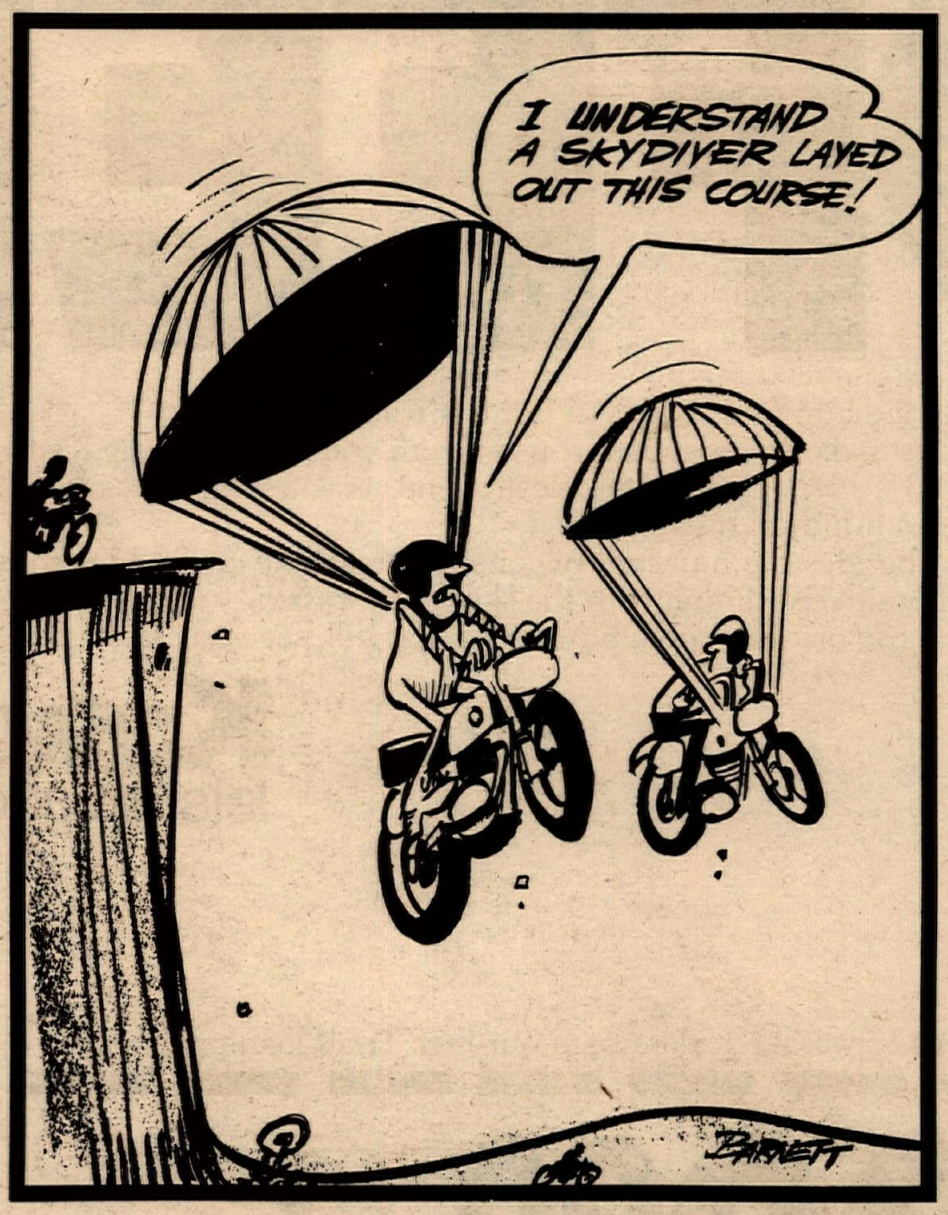
VOICES OF THE WEST



Ride on the MTA

This is in response to the paragraph under "The Latest Poop" wherein you strongly criticize the Motorcycle Trades Association (MTA) for its support of the United States Environmental Protection Agency's (EPA) recent memorandum to us concerning their intention to regulate aftermarket exhaust systems separately from original equipment.

Under the Noise Control Act of 1972, passed by Congress and signed into law by the President, the EPA is required to identify major noise sources and subsequently, promulgate regulations to reduce public annoyance. Having identified motorcycles as a major noise producer, the EPA is mandated by that Act to propose regulations by December 1976.

In setting these regulations, the EPA has complete legal authority to propose such rules as "non-degradation" and "anti-tampering"; the former meaning that an aftermarket replacement exhaust system could be no louder than the original equipment, *regardless of the overall Federal noise limit*, and the latter interpreted so as to disallow any changes to the original equipment exhaust system unless it was certified to be equal or superior to the original equipment in noise reducing performance.

Another option for the EPA is to leave the entire matter of regulating motorcycle exhaust systems in the hands of State and local authorities. Surely you can see a manufacturer's or distributor's dilemma in attempting to comply with possibly 50, or even hundreds, of local regulations; and how about the motorcyclist traveling from one state or community to another?

If the purpose of your statement was to generate consumer interest so as to influence these up-coming regulations, then be aware that you are four years late — the motorcyclists' elected representatives passed the Noise Control Act in 1972. However, it is not too late for the motorcyclist to realize that removing baffles from ordinarily quiet mufflers, using megaphones, and straight pipes will only lead to even stricter controls over his sport in the future.

The MTA has spent many man-hours and much of our members' dues in working with the EPA to assure that your readers will continue to have a free selection of aftermarket replacement products. Our members are no happier about government controls than either Cycle News or its readership. However, if they are inevitable and imminent, then we believe that prudent cooperation will achieve the best results for all.

GARY G. THRONEBERRY
Executive Vice President
Motorcycle Trade Association, Inc.

Gary, your situation is not unlike the dilemma of dealing with imminent rape. Some "experts" say fight, others say submit. Since it's you and not the "expert" who is under the gun, you do what you think is best. However, regardless of what was passed in '72, it's never too late. This is '76, an election year, and if we don't hire us a better set of representatives, then it WILL be too late — at least until the next election . . . L.C.

Kezars new Karma

If there is one phase of motorcycling that I feel is the most damaging to itself, it is probably stunt jumping. The people who participate in it have about as much intelligence as a rock.

What prompted me to write this letter was reading in Cycle News and then seeing on television, Teri Kezar, former No. One Women's National MX Champion, who as of lately switched to jumping.

How many young kids and adults will either try to imitate her or associate motorcycling to jumping?

As far as I'm concerned, Teri was at the top when she won the championships (despite whether she was able to make money at it or not) but has since fallen flat on her face when she started jumping.

DAVID F. COFFIN
Inglewood, Calif.

Sit tight. Before anyone goes jumping to conclusions let's hear what Teri has to say about her new occupation as well as how and why it all came about. Look for the article to appear in Cycle News soon . . . Editor

Cyclerama credit report

My son has qualified to ride in the AMA 100cc Schoolboy Championship at Cyclerama in San Antonio, Texas. Will you please answer these questions for me and give me an unbiased opinion of the facilities at this track? Length of track, natural or manmade terrain, approximate width of track, dust control, promoters regard for riders? Do they hold any Pro races? Would you class the track as good, fair or poor?

KENNETH B. BLAKELEY
So. Wellfleet, Mass.

The track is one mile long with rolling valleys, several short steep uphills and woods. There are hardly any artificial obstacles. It's 20 (plus) feet wide and the track is heavily watered. Promoters relationship to the riders is excellent. Professional races held at Cyclerama include the Tex-AMA qualifiers, AMA 125 National and the Texas Motocross Championship. Cyclerama is an excellent track blessed with a good promoter, fine facilities, perfect terrain, but the type of soil that's slippery when wet and hard when dry. Good luck . . . Editor

Finally

I would like to thank all the Old Timers, their wives and friends, for the moral support and other help at Mammoth Mountain. The Kid trophied!

KID COFFMAN No. 14
Old Timers MX Assoc.

The views expressed in this column ana other columns appearing on the following pages are solely those of the authors and do not necessarily reflect the official position of Cycle News West or Cycle News, Inc. Qualified readers wishing free and equal rebuttal space should contact the Editor.

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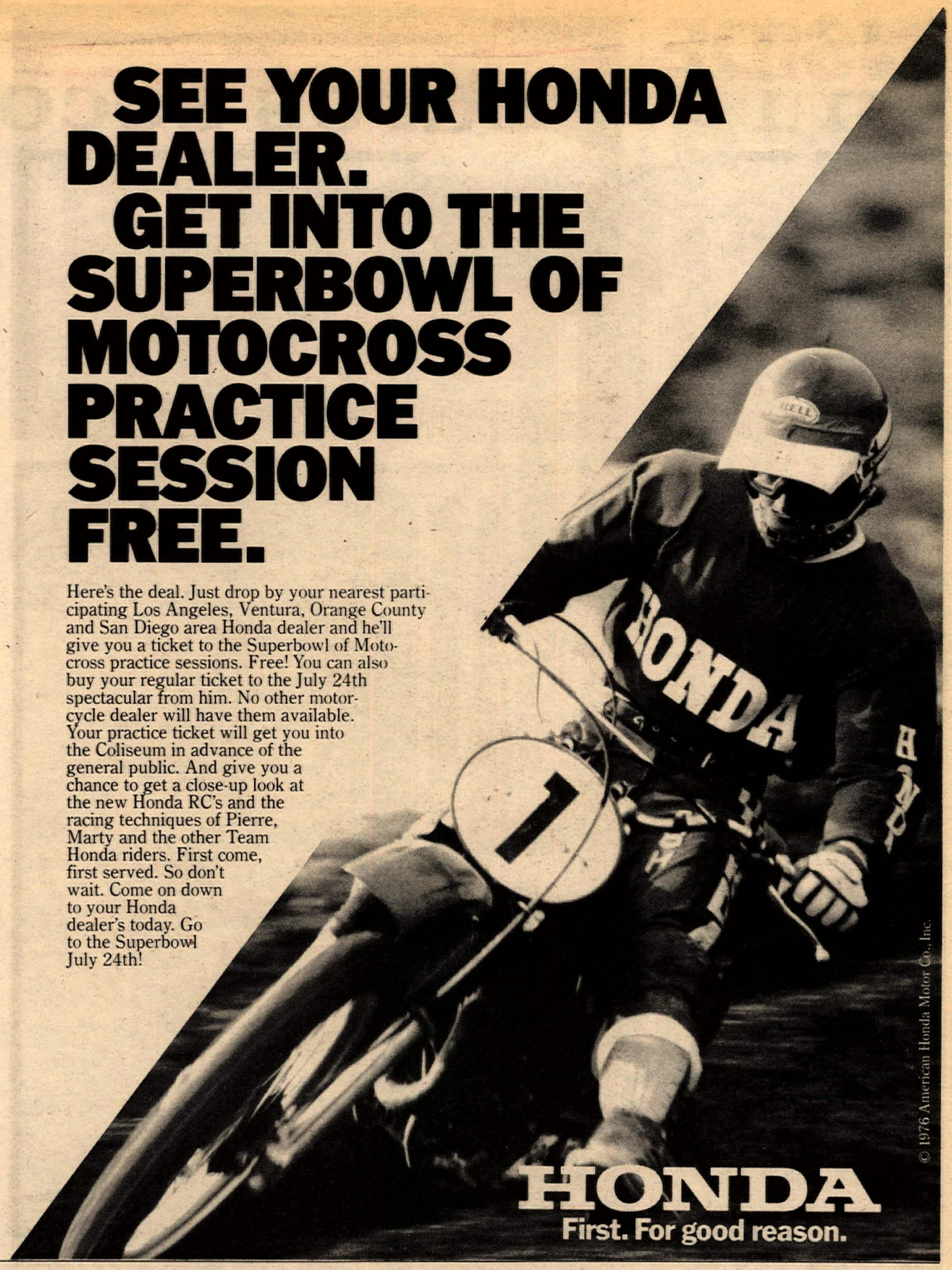

Here's the deal. Just drop by your nearest participating Los Angeles, Ventura, Orange County and San Diego area Honda dealer and he'll give you a ticket to the Superbowl of Motocross practice sessions. Free! You can also buy your regular ticket to the July 24th spectacular from him. No other motorcycle dealer will have them available. Your practice ticket will get you into the Coliseum in advance of the general public. And give you a chance to get a close-up look at the new Honda RC's and the racing techniques of Pierre, Marty and the other Team Honda riders. First come, first served. So don't wait. Come on down to your Honda dealer's today. Go to the Superbowl July 24th!

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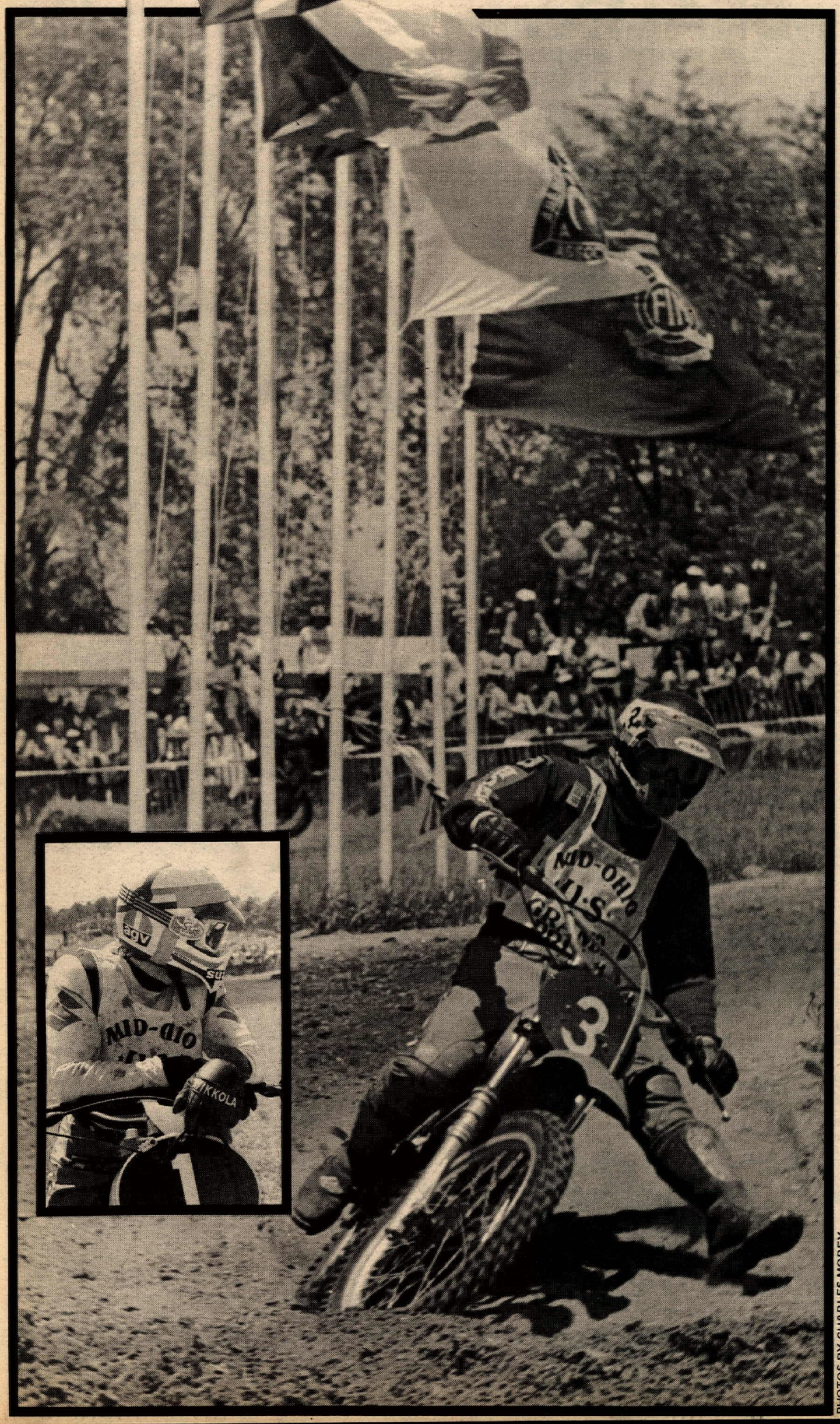


PHOTOS BY CHARLES MOREY

Marty Smith (above & left) did it again while Gaston (far left) watched.

By Charles Morey

LEXINGTON, OH., JULY 11

"I'm really glad this one is over!" Marty Smith grinned as he walked a gauntlet of handshaking, back-slapping admirers after his second moto win of the afternoon at Mid-Ohio Moto Park's second running of the U.S. 125cc MX Grand Prix. While Mid-Ohio has been referred to as "Marty's track," and Smith was on his best works Honda, and there were enough Marty Smith fans hanging over the fence to carry him over the line, moral-support-wise or literally if it came to that: Marty had obviously been feeling strong pre-race pressure. And with good reason.

In the minds of many who have been watching this year's AMA 125cc National MX Series, Yamaha's first year rookie Bob Hannah looked like a winner. Hannah, riding the works water-cooled monoshocker tuned by veteran wrench Bill Buchka, had consistently beaten Marty throughout the yet-unfinished series. He had the bike ("This *is* the machine," Buchka had flatly stated that morning): he had the momentum from his recent winning streak which carried him right up to becoming the fastest qualifier of the day, and he, too, had a sizeable percentage of the fans hanging on the snowfence to cheer him on.

The Europeans? It seemed that after Smith's runaway win last year at this event, nobody really took their challenge too seriously. Smith could beat them; Hannah could beat Smith. The young Americans seemed slated to be the only serious contenders for the overall win. Suzuki's superstar, World Champion Gaston Rahier, has as good as already clinched his second title. Rahier's position was the same as it had been at last year's race: He didn't need a win. The CZ Team of Jiri Churavy and Zdenek Velky promised, as always, to be entertaining with their do-or-die riding style but nobody outside of their own compound expected them to score a win.

Yoshifumo Sugio, a top line Yamaha rider from Japan would eventually become "Top Non-American" for the day with a 4-7 fourth place score behind Team Suzuki's Billy Grossi.

Smith starts out right

In a near carbon copy of last year's first turn action, Marty Smith gassed his Dave Arnold tuned RC125 to an immediate lead on the long Mid-Ohio starting straightaway. Midway through the opening lap, Smith led Bob Hannah,

secutive U.S. Grand Prix

Don Kudalski, Dan Turner, Bruce McDougal and Billy Grossi. Rahier had been slowed in some tight first turn action, come out of it in tenth, then moved up into ninth place.

Hannah was charging. Before the first lap was complete, he slipped past Smith into the lead. Marty followed at a two-second interval while Kudalski faded and Turner took over second place. Grossi held fourth ahead of Suzuki teammate Danny LaPorte. Rahier held down eighth. Unnoticed, way back in 15th place was Yoshifumo Sugio.

Smith rode steadily until past the ten minute mark, then closed to harrass Hannah. Bob held firm; Marty held the pressure on waiting for a slip that didn't happen. Billy Grossi hustled up into third as Rahier, near the 15 minute point. claimed control of fourth. Turner clung to fifth place ahead of LaPorte and an up-and-coming Jiri Churavy.

The Team CZ rider had started in 11th, but was putting on a strong steady rush that would, when it was all said and done, carry him to an eighth placing in the moto. Seventh at the time, he would gain one spot after Danny LaPorte snagged his foot beneath a footpeg and retire, then lose two places to the come-from-behind rides of Yoshifumo Sugio and Jimmy Ellis. Turner, LaPorte and Churavy had a close three-way thing going before LaPorte dropped out. Turner was able to hold Churavy for the remainder of the race.

"The brake cable looped up and put on the brake when the forks works. I couldn't ride with that. It happened in fourth gear, I started swappin' and had to back off and let him pass." Hannah expalined between motos. Then he added, "I might not have been able to catch him anyway."

When it ended, Smith held a safe advantage. Hannah was likewise secure in second with Billy Grossi hanging in for third. Sugio had caught and passed Rahier for fourth, and Jimmy Ellis wrapped up his climb from 13th with a sixth for the moto. Turner held seventh over Churavy's eighth. Steve Wise, last week's National winner, had recovered from a fourth lap confrontation with a haybale to take ninth with Zdenek Velky rounding out the top ten.

Same story for Smith

Round two saw Marty Smith once again outpower them all through the first turn with Mickey Kessler leading Hannah, Grossi, LaPorte and Warren Reid. Rahier was a distant 19th.

On the opening lap, Hannah overtook Kessler and immediately attacked Smith. Bob knew that he not only had to top Marty in the moto, but he also had to beat the previous moto's time to take an overall victory. Unlike the American system of letting the last moto finish act as a tie-breaker, the FIM rules give the nod to the best place in the shortest moto.

On lap two, as Hannah kept sticking his front wheel under Smith's rear in an all-out effort to pass, Gaston Rahier ended his afternoon in a crash. The diminutive Belgian baled off and, shaken although not seriously hurt, called it quits. Before the second lap was recorded on the scorekeepers' sheets, Hannah had once again squeezed past Smith to lead the parade. Billy Grossi had by this time established himslef in third ahead of Danny LaPorte, Jimmy Ellis, Mickey Kessler and Warren Reid. Steve Wise held a steady eighth through the first few laps.

The top three riders put on a second moto show that had the Marty Smith/Honda fans, the Bob Hannah/Yamaha fans and the Billy Grossi/Suzuki fans on their toes and yelling. Tight formation riding that resembled indoor short track closeness, yet lasted for a half hour, kept spectators running from one snow fence to another to not lose sight of the pass if and when it came.

When Smith saw that Hannah wasn't going to have problems and make the job less difficult for him, he took the initiative and forced up beside Bob in a series of tight "S" turns. Through the series of corners, the pair swapped a wheel length advantage no less than a half dozen times before Hannah slipped under the pressure and missed a shift. He made up for the loss almost immmediately, attaching the Yamaha solidly to the Honda's flank, then made the final mistake.

As Smith rounded a tight U-turn at the crest of a small hump on the back section of the Mid-Ohio course, Hannah bumped into him. The impact didn't do Marty any harm, but it stopped Bob just before the crest of the rise. Slipping the clutch and spinning the rear wheel, Hannah lost several seconds getting over the hump and through the tight corner — just enough time for Smith to pull safely away.

Billy Grossi closed on the Yamaha rider and pursued him for a few minutes, but Hannah eventually pulled away. With three laps remaining, Marty held a seven second margin over Bob who, in turn, stayed three seconds in front of Billy. Hannah's only hope at this point in the game was for Marty to either break or crash. Neither happened.

Following the top three on the last lap, Danny LaPorte made an error that cost him fourth place in the moto. Danny mistook the white flag for the end of the moto checkers and cruised slowly through what he thought was an extra lap. The error dropped him to tenth in the moto.

Steve Wise scored fourth in round two which, with his first moto ninth, placed the Texan in fifth overall behind Yoshifumo Sugio's 4-7 fourth for the afternoon. Jiri Churavy and teammate Zdenek Velky put the CZ marque in sixth and seventh overall places with 8-6 and 10-5 scores, respectively. Danny Turner, Masaru Ikeda and Jimmy Ellis completed the top ten overall listing.

"No, it was some kind of miracle!" Honda mechanic Dave Arnold laughed when asked if there had been any problems with the machinery. The immaculately prepared works Honda, top line riding ability and a kiss on the cheek from Lady Luck put Marty on top of his fourth consecutive moto victory making him the only rider to win a moto in the two-year history of the Mid-Ohio 125cc U.S. Grand Prix.

250cc Support
A Burgett/Yamaha benefit

Team Yamaha's Dick Burgett held off advances from Penton's Frank Stacy to win both moto in the Support event. Burgett's dominant 1-1 victory overshadowed Stacy's strong 2-2 second placing while Carl Zortman took a 4-3 third.

Rick took the first round lead from Brian Merrit on the opening lap and held it for the remainder as Stacy charged hard to overcome a slow start in ninth. Stacy moved up, taking second place away from Maico rider Scott Wallenberg near the halfway point.

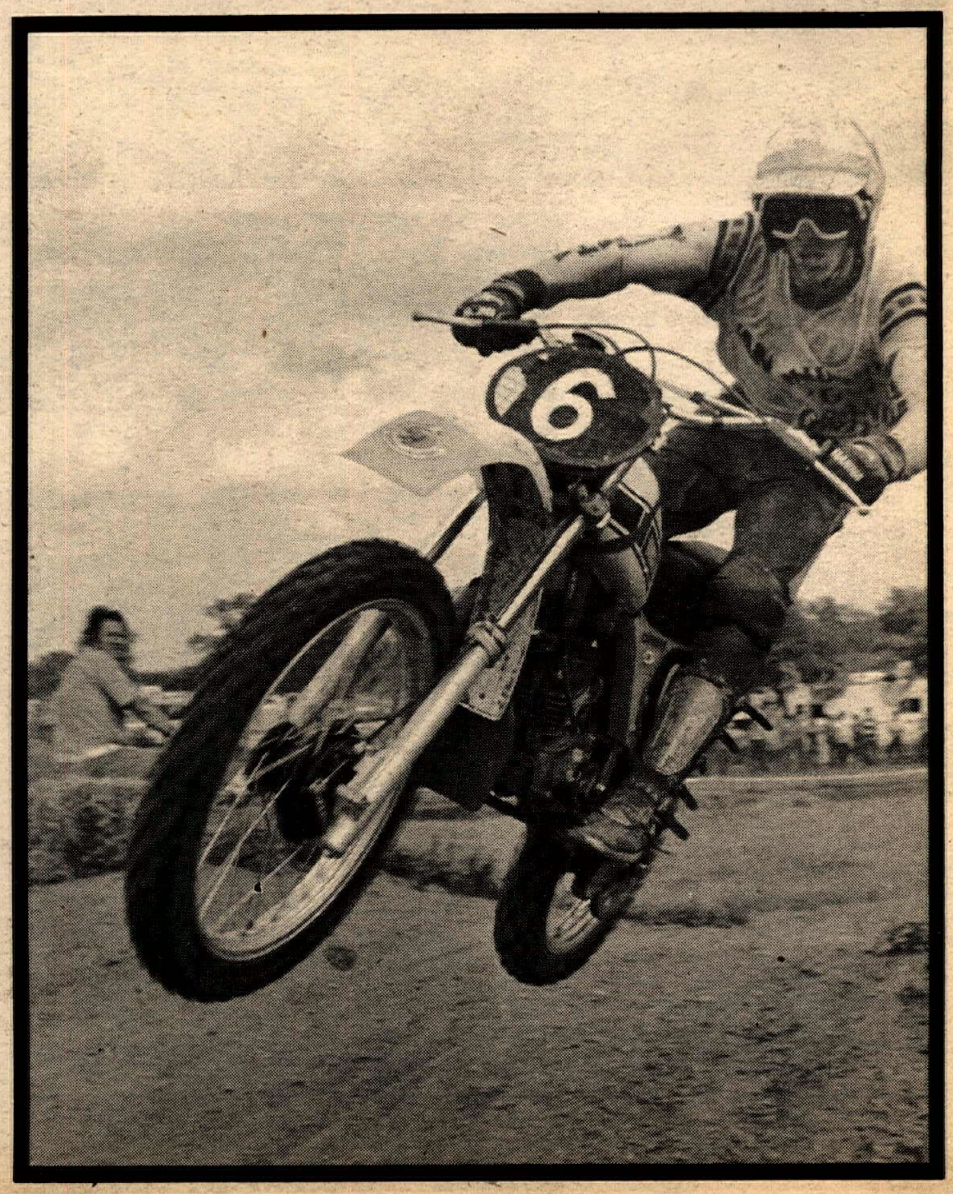
Moto two saw Burgett take an immediate lead, this time with Stacy right on his heels and ready to race. Frank pushed but Rick pushed harder, repeating their first moto 1-2 finishing order. ●

Results

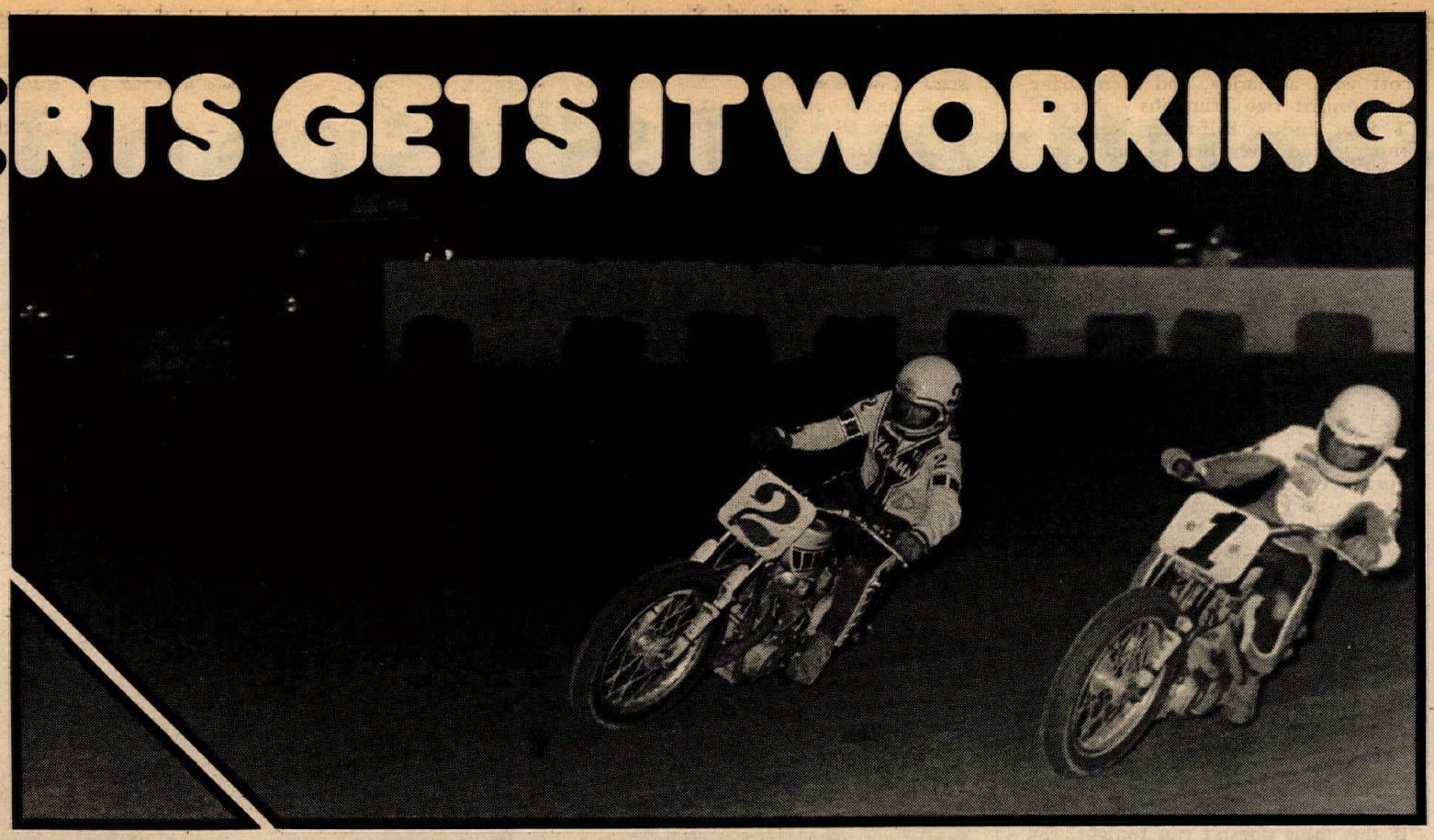
125cc USGP: 1. Marty Smith 1-1 (Hon). 2. Bob Hannah 2-2 (Yam). 3. Billy Grossi 3-3 (Suz). 4. Yoshifumo Sugio 4-7 (Yam). 5. Steve Wise 904 (Hon). 6. Jiri Churavy 5-6 (CZ). 7. Zdenek Velky 105 (CZ). 8. Dan Turner 7-12 (Yam). 9. Masaru Ikeda 11-9 (Suz). 10. Jimmy Ellis 6-16 (C-A). 11. Nils Nilsson 13-11 (Hus). 12. Gary Duncan 15-13 (Hon). 13. Gaston Rahier 5-14 (Suz). 14. John Savitski 16-14 (Hon). 15. Warren Reid 24-8 (Hon). 16. Casey Shore 18-15 (Yam). 17. Danny LaPorte 24-10 (Suz). 18. Jim Martin 17-17 (Yam). 19. Mickey Kessler 12-24 (Kaw). 20. Bruce McDougal 14-24 (Hon).

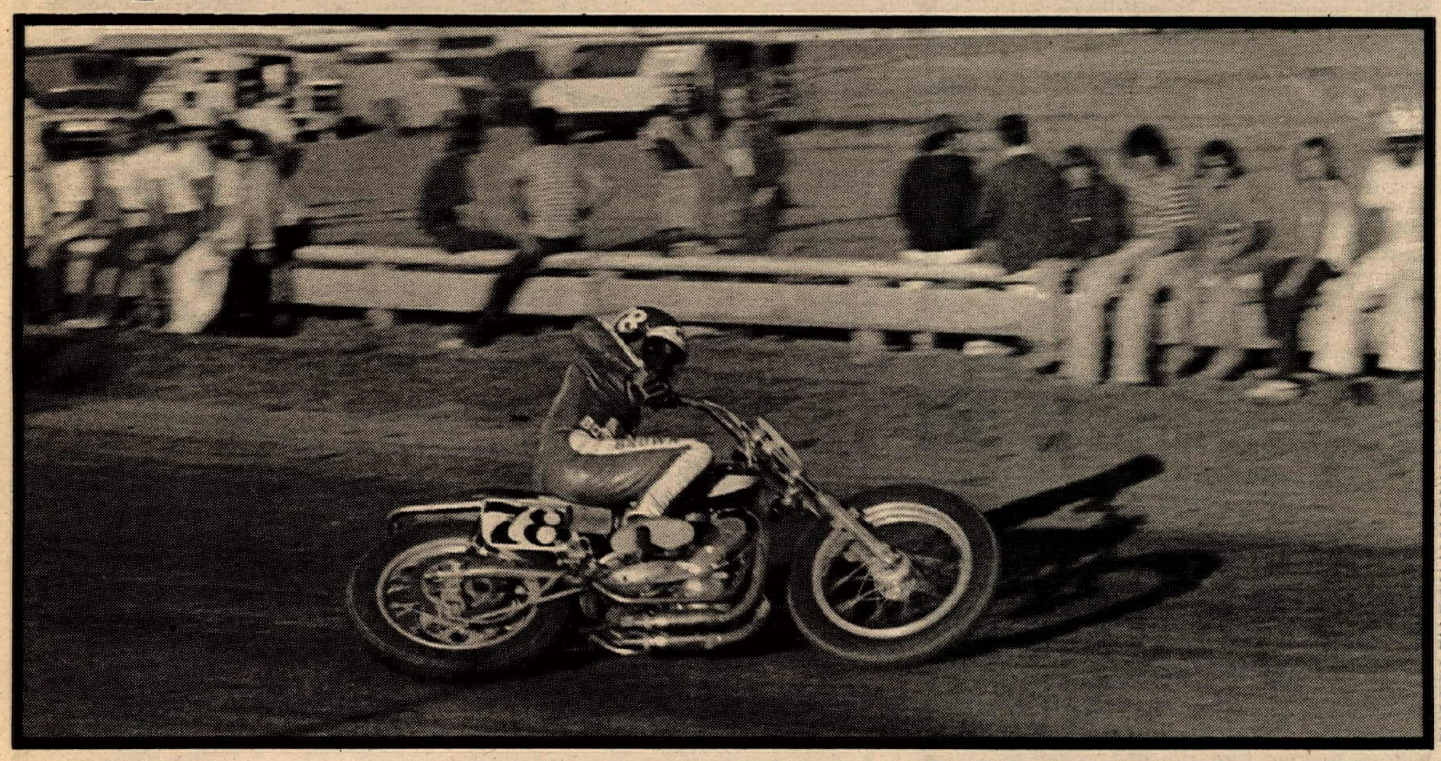
250cc SUPPORT: 1. Rick Burgett 1-1 (Yam). 2. Frank Stacy 2-2 (Pen). 3. Carl Zortman 4-3 (Yam). 4. John Bromberger 5-5 (Mai). 5. Scott Wallenberg 3-9 (Mai). 6. Denny Swartz 9-4 (Suz). 7. Curtis Hammons 6-7 (Hus). 8. James Jerles 8-6 (Suz). 9. Kelly Bowen 10-8 (Pen). 10. Bob Oglesby 11-12

Danny LaPorte (above) and Bob Hannah (below) a long way from CMC, AMC, CRC.



ROBERTS GETS IT WORKING AT SAN JOSE



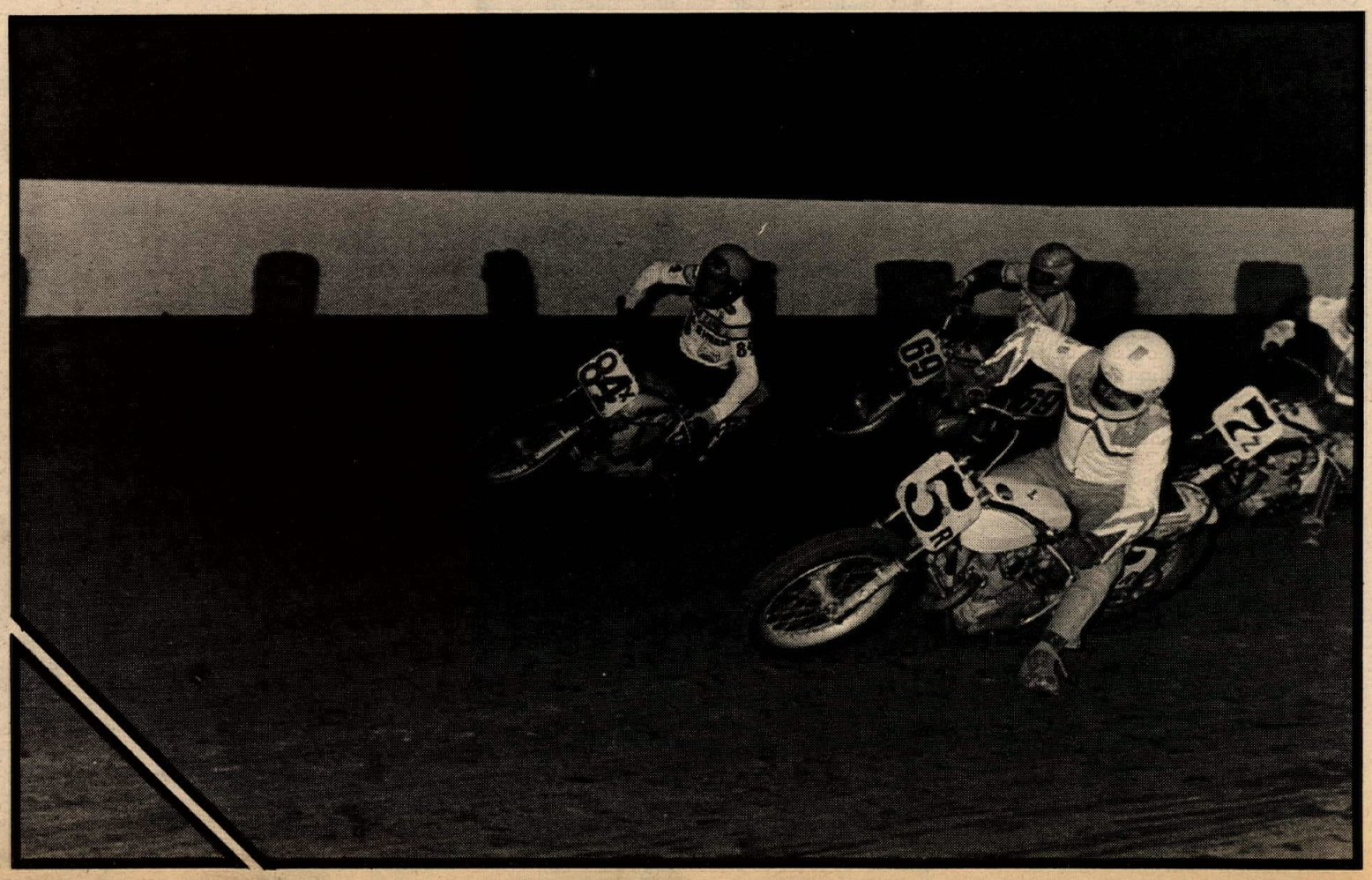


PHOTOS BY DAN MAHONY & CAMPBELL

Roberts heads Scott off at the pass.

Northwesterner Charlie Brown, spectacular in time trials

Ted Boody (84) rides the groove-edge to shake traffic and win the Trophy Race over Bob Sanders (5), Sonny Burres (69), Gary Tonda (7) and a host of extras who were elsewhere at the moment.



By Lane Campbell

SAN JOSE, CAL., JULY 10

San Jose's first night National fell to Kenny Roberts (Yam) after a classic Scott-Roberts duel that left Kenny savoring his second 1976 Camel Pro Series win, Gary Scott on top of the first leg points payoff, and Jay Springsteen picking himself out of a haybale to salvage a points tie with Roberts for second. Mike Kidd, after the early scuffle, had ridden his Harley all by himself in third, ahead of surprising Californian Paul Bostrom, who had in turn placed his Harley ahead of all the factory tem riders.

The San Jose track had worked its usual magnetism, drawing a field of over 70 Experts (up from previous Nationals) in addition to the Juniors on hand for their invitational race. Privateer Triumphs awash in a sea of Harleys: John Gennai had Jack Hateley's old bike, prepped by Eddie Mulder; "Underdog" Ridgeway had the Kennedy bike ready for another go; the

Pacific Northwest crowd had their TT motors, Charlie Brown on a Triumph, Walter Mundt on a Yamaha, Randy Scott with a Harley, and even Diane Cox brought two Triumphs — her old TT bike and a half-miler Norton — Triumph had given her a couple years ago.

Harold Murrell and son Dave (breaking in a new generation of track men) had laid down another mottled pavement-like surface on the fairgrounds half mile, had the turns well-sprinkled with calcium salt, and were watering heavily in the still-warm westering sun. After the sun set, a lot of that water would rise back out of the track to create a slicky-sticky fast groove with a slightly muddy outside cushion.

Steve Morehead laid his Harley down in practice when its throttle stuck open entering turn three; so he spent the evening with a very sore left hand all taped up after catching it under the handlebar. Roberts was practicing a high, wide line; Gennai was tickled at having passed Romero with his Triumph, remembering Burritto had told him "None of you indoor short trackers can ride real dirt." Steve Eklund was trying to choose between his Yamaha with the gas shocks or a Harley with a trick sprayed-aluminum rear brake disc. He qualified on the Yamaha. And one of the crew on Scott's Carl Patrick Harley was saying, "If this thing doesn't run tonight, I'm gonna take these heads off and give 'em back to Beauchamp." And, yes, Rex was back, mended again, to see if San Jose was still his lucky track.

Heats

As heats were being posted, Roberts' crew began slipping Carlisles on a pair of spare wheels, though his bike was sitting with fresh Goodyears after qualifying. If the track did become tacky, they wanted to be ready to hook up the cushion edge. The Goodyear rep with Kenny's crew said "We'd rather have him win than . . . " and left the sentence unfinished. Mert and Burritto were coming to the same conclusion with their heads together, though Gene also had felt good qualifying on Goodyears. But the surface was definitely changing.

It would become what Mert would describe as "Fast-fast-fast, then gone." The first two to get caught by the tricky surface would be Burritto and Tom Berry, in the first heat, during the early bump-and-shuffle after Springer, Berry and Randy Scott had come off the reversed-pole front row together. Second lap, Romero went sliding into the haybales from a back-marker position, had stood up with his back turned when Berry slid down and slammed into Gene's bike. Gene thought Tom had broken his leg and the red flag came out; but Berry was pronounced OK and able to hobble back to the pits. From the single-file restart, Springer went on to win, shadowed by teammate Keener after Corky rode around Randy Scott out of turn four and made it stick. Rick Hocking had been nobbled by Oregonian Walter Mundt (Yam).

The second heat also was red-flagged when Jay Ridgeway got sideways and was nailed from behind in turn three. Bummer for Steve Eklund who had done a spectacular outside-inside pass for the lead off the first scratch. On the restart, it was Mike Kidd and John Hateley side-by-side, but Little John got wide in turn two and barely saved it from the haybales. Kidd went on to build a huge lead while Albuquerque's Mike Collins (H-D) pushed Eklund back to third. Then Hank Scott moved up and wrested third from Eklund just before his engine blew and sent him into the turn one haybales in a walkaway crash. Now Doug Sehl thrust his way past Eklund, followed by a resurgent John Hateley for fourth, and Ridgeway for fifth, leaving Steve finally sixth ahead of Mert Lawwill.

Third heat, Charlie Brown holeshot ahead of Roberts/Scott, but Skip Aksland and Dan McWhorter went down together in turn three to bring out the red flag once more. As this was only the first lap, they all lined up for a fresh restart. Brown rolled, was sent back, and this time it was Roberts, Al Jorgensen (Ron Woods Norton) and Gary Scott in a wedge up front. Scott lowlined into second, Jorgensen tried to stuff it back under him but found no room, and Roberts cleared away. Scott, Jorgy and Skip Aksland circulated in a tight group, as Skip got under Jorgy in turn one, crossed outside and set his sights on Number One. That didn't happen, as Gary held his line, Skip made the National and Jorgy went bump to a Semi. Roberts almost lost it in turn one, looking back after the checker to see how bad he had beaten Scott.

Paul Bostrom was just picture-perfect as he blew away the fourth heat after bumpin' and thumpin' through turn one with Greg Sassaman and Rex Beauchamp, taking the lead on an inside pass. Ted Boody was bottled up in traffic, finally working his way past Steve Droste and Del Armour for fourth. Diane Cox had passed Sonny Burres to earn a Semi spot, though she still tried to pass Bob Sanders and laid it down in turn three when she got in too hot, coming up on Sanders low and fast. Burres used the opportunity to slip by.

Semis and Trophy Race

"Plenty slippery out here" was how Ted Boody summed up his track inspection before the Semis. Sure enough, Mert Lawwill slid down right away to bring out the red flag in the first Semi. Rick Hocking went highlining into the lead over Walter Mundt, who continued to give him pressure most of the race. John Hateley got out of shape and stepped out about ten feet in turn two; luckily threading perfectly between the two riders who zapped by him on that bobble. Second Semi (and the final transfer) was won by Al Jorgensen after Boody tried him from the outside on the opening lap, got into the mud and lost several positions which he had to retake with difficulty to finish second.

Having slipped out of the National, it was some consolation for Ted to win the Expert Trophy Race, passing Steve Droste and holeshot leader Dick Wascher to take over after dueling with Wascher for about a lap and a half of persistent pressing. Wascher slowed unexpectedly, letting Romero into third, then picked up the pace to hold off John Gennai, who had gotten moving late. Droste bagged a haybale trying to keep Burritto out of second.

20-lap National

Kenny Roberts had chosen an outside pole and fitted up those Carlisles to try to hook up that groove edge. Beside him on the front row were Paul Bostrom, Springer, Kidd, Gary Scott, Rex Beauchamp, and Corky Keener. Off the line, Scott and Kidd entered turn one side-by-side with the mob behind, as Hocking's bike went "blapah!" and died coming onto the back straight (had our body left the gas off?) The order (more or less) was Scott-Kidd-Roberts-Springsteen-Bostrom-Keener-Sassaman-Sehl-Beauchamp, until Springer did a long slow laydown into a turn one haybale, relinquishing his Camel Pro points lead then and there. He restarted a lap down, and Hocking had also restarted in time to give him chase throughout the event.

Meanwhile, up front Scott had built a little lead before Roberts began to pick up momentum; Kidd, with his Harley's front end plowing in both turns, had third nailed down anyhow; and Keener briefly ducked under Bostrom when Paul got it into the turn one marbles. Paul held off Sassaman, then came back to repass Keener next lap. By about lap seven, it was still Scott-Roberts, a gap, Kidd, then a bigger gap, then Bostrom-Keener-Aksland-Sassaman in a tight group as Skip had nipped Sassaman and then got himself truly cross-threaded trying unsuccessfully to get a wheel underneath Keener in turn two.

Roberts, really motoring half sideways in the outside cushion and then dropping down in each turn, was now closing on Scott relentlessly, nibbling a foot or so off his lead in each corner. Lap 13, he was right there drafting. Gary shut the gate on him in turn three, but Roberts dropped low and passed out of turn four. Gary drafted back, they went side-by-side into turns one-two, and everybody freaked. Gary managed to hold just a margin more drive the next two laps, got a little wide in turn one trying a different line, and then Roberts, with room to maneuver, pulled away clear.

Sassaman slowed way down just before the white flag, and at the finish it was Roberts (full-gas wheelie on his "cool-off" lap), Scott, Kidd all alone, Bostrom, Aksland and Keener in a group, Beauchamp, then Jorgy off the second row holding Doug Sehl at bay. Almost lapped, Rick Hocking had caught and passed Jay Springsteen, and that one point difference left Jay tied with Roberts instead of second in his won right, at the end of the first leg of the Camel Pro Series.

Roberts shook that champagne bottle for all it was worth, got hosed by Scott, managed to thank everybody he could think of, invited everybody to come watch him at Laguna, then played Santa Claus for the growing mob in the winner's circle tossing out packs of Camels until the supply was exhausted, following them with his victory wreath and the Camel hat. Gary, Mike, and Paul were there with him sharing the interviews and the glory (for Paul, this was one of his best National finishes ever); but tonight was definitely Kenny's night to celebrate. ●

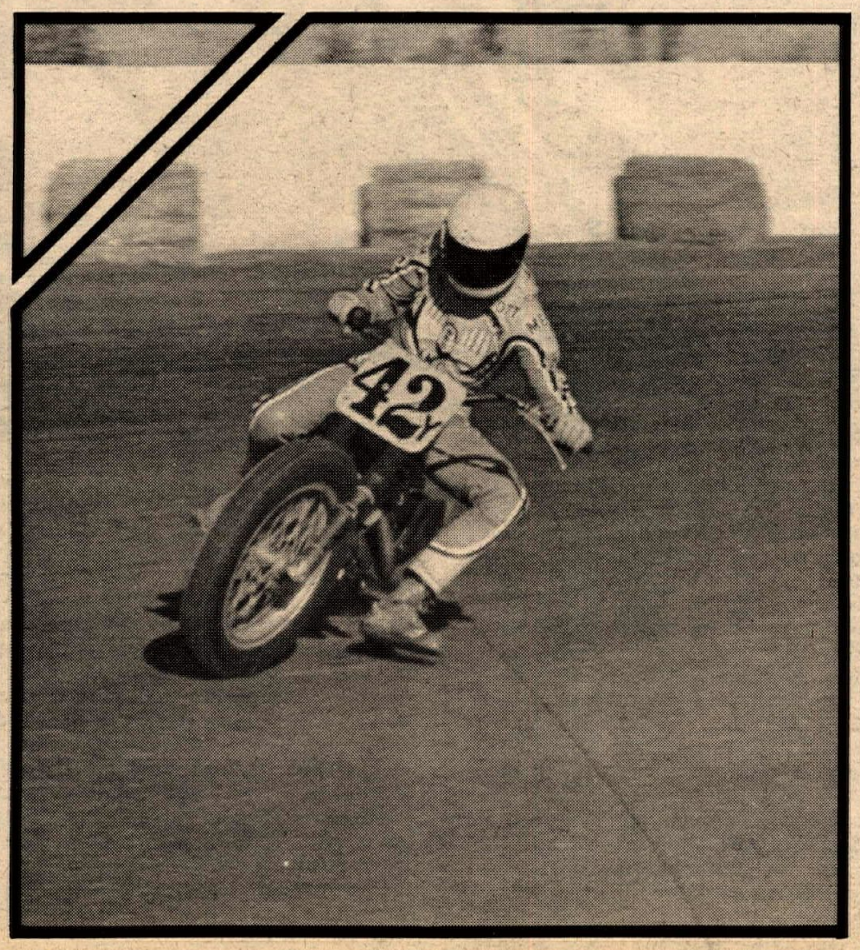
Results

NATIONAL: 1. Ken Roberts (Yam). 2. Gary Scott (H-D). 3. Mike Kidd (H-D). 4. Paul Bostrom (H-D). 5. Skip Aksland (Yam). 6. Corky Keener (H-D). 7. Rex Beauchamp (H-D). 8. Alex Jorgensen (Nor). 9. Doug Sehl (H-D). 10. Randy Scott (H-D). 11. Greg Sassaman (H-D). 12. Mike Collins (H-D). 13. Rick Hocking (H-D). 14. Jay Springsteen (H-D).
Time: 8.51.26.

TROPHY RACE: 1. Ted Boody (H-D). 2. Gene Romero (H-D). 3. Dick Wascher. 4. John Gennai (Tri). 5. Walter Mundt (Yam). 6. Jay Ridgeway (Tri). 7. Del Armour (H-D). 8. Frankie Adamo (Yam). 9. Robert Sanders (Yam). 10. Steve Droste (H-D).

CAMEL PRO SERIES POINT STANDINGS AFTER JULY 10: 1. Gary Scott 122. 2. Kenny Roberts 116. 2. Jay Springsteen 116. 4. Randy Cleek 75. 5. Corky Keener 73. 6. Ted Boody 66. 7. Hank Scott 63. 8. Rick Hocking 58. 9. Steve Eklund 53. 10. Gene Romero 42. 10. Mike Kidd 42.

PEARSON DOES IT AGAIN



By Lane Campbell

SAN JOSE, CAL., JULY 10

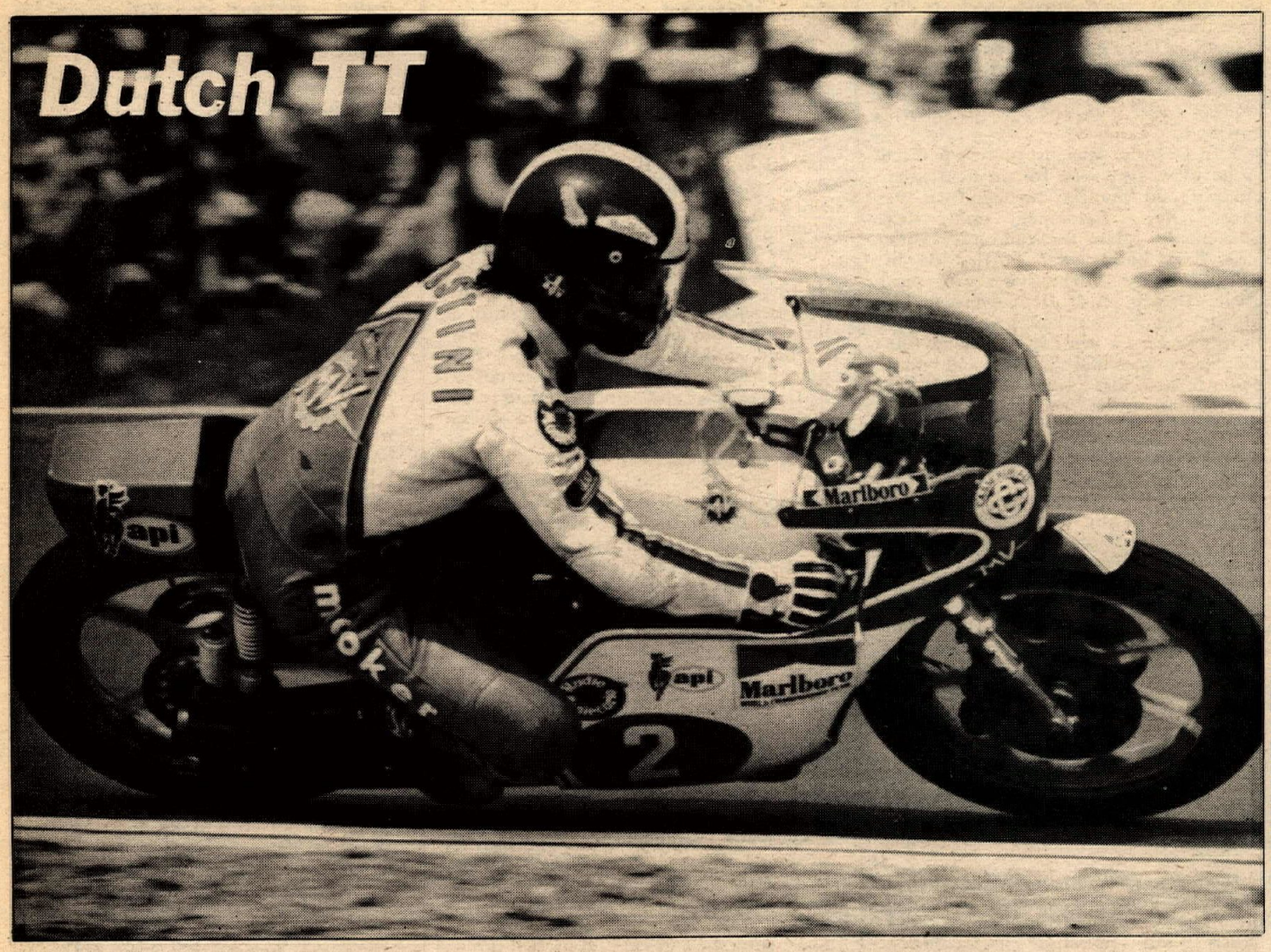
Twelve top-seeded Juniors qualified for a ten-lap one-shot tension breaker run between heats and semis at the San Jose National. After redlighting once (there were a few notorious rollers in the field), Ted Davidson led into turn one with Ricky Graham on his tail. Surprise! Up from underneath came Scott Pearson to blow them both away out of turn two. And it was Scott's race from there on.

Davidson, to secure second, had his hands full with Ricky Graham and Randy Gibbs arguing over who would chew at his fender next. Gibbs got a better drive from lower in the groove, and after several tries, got by Graham, then proceeded to give Teddy hell from several different directions. Graham's motor died, and Davidson held Gibbs at arm's length to the finish.

For Pearson, a second year Junior, this is his second invitiational biggee win at San Jose. Last year he survived a race-long bump and shuffle with Steve Eklund and Dan McWhorter to win on the daytime Mile.

Results:

JUNIOR INVITIATIONAL: 1. Scott Pearson. 2. Ted Davidson. 3. Randy Gibbs. 4. Steve Fortune. 5. Randy Miller. 6. Don Carlyle. 7. Charles Miller. 8. Sam Mathews. 9. Marlow Parks. 10. Chris Hudson. 11. Robert Murray. 12. Ricky Graham.



PHOTOS BY FRANCOIS BEAU

Above, Ago gave the MV 350 its first GP win. Below, Holland is the only country that takes its tiddlers seriously.

Sheene Blisters Dutch heat wave

By Chris Carter

ASSEN, HOLLAND, JUNE 26

Barry Sheene moved yet another step towards the 500cc world title with a convincing victory in a roasting hot Dutch TT. The English rider was delighted at his win, after coming through from a poor start to catch and pass early leader Dutchman Wil Hartog, and then hold off a strong challenge from Giacomo Agostini. Ago's hopes of championship points were foiled on the last lap when a piston broke up.

Racing opened with the 50cc race, which in Holland, possibly more than any other European country, is treated with reverence. West German Herbert Rittberger, off the second row of the grid after practice, had a "flier" and was well clear of the pack as he swept into the first gentle left hand bend.

But at the end of the first lap he was being chased by Angel Nieto, with the little Italian Eugenio Lazzarini, out for the first time on a Kreidler, third, and Dutchman Nico Polane fourth. Lazzarini found some pace from somewhere, though, and by the end of the second lap he had passed both Rittberger and Nieto to take the lead. Nieto was on his tail, with Rittberger losing contact, and Polane now under pressure from fellow country man Theo van Geffen.

Though Lazzarini was still ahead next time through, Nieto appeared to have things firmly under control. He even gave the "thumbs up" sign to the Bultaco mechanics as he went past the pits. By the end of the fifth lap Angel had tired of shadowing Lazzarini, and he moved into the lead stretching the gap to more than 10 seconds. But poor Eugenio did not even have the satisfaction of second place for his efforts. The clutch starting to play up, and he dropped back to fourth spot.

Now after five rounds just seven points separate the top four men: Nieto, Rittberger, Graf and Kunz. It looks like the best 50cc championship battle for a few seasons.

After the drama of the 50s the 350cc race was perhaps something of a high speed procession. Ago was in superb form. If anyone thought the Italian world champion was over the hill they had to think twice after this performance. Through the "S" bend at the back of the paddock he was the only man in the race to go through without easing back the throttle.

There was little rest for many riders, with the 250cc race following straight on after the 350cc battle, despite an appeal to the FIM Jury to switch with the 125cc event. Paolo Pileri (Mor), took the lead from the start of the lightweight event, and he stayed ahead of the pack for a full lap, with John Dodds, sixth in the previous race, snapping at his heels.

But Katayama was really motoring and he leapt from third place to take the lead a lap later. Katayama stayed in front till the seventh lap, when reigning 250cc champion Walter Villa took command.

Villa pulled away from the Japanese ace by up to three seconds a lap to end the race 16 seconds clear. John Dodds held on to third spot, but Franco Bonera, Villa's H-D teammate misjudged his effort in the closing stages, and though he cut the margin to six seconds, time ran out for him.

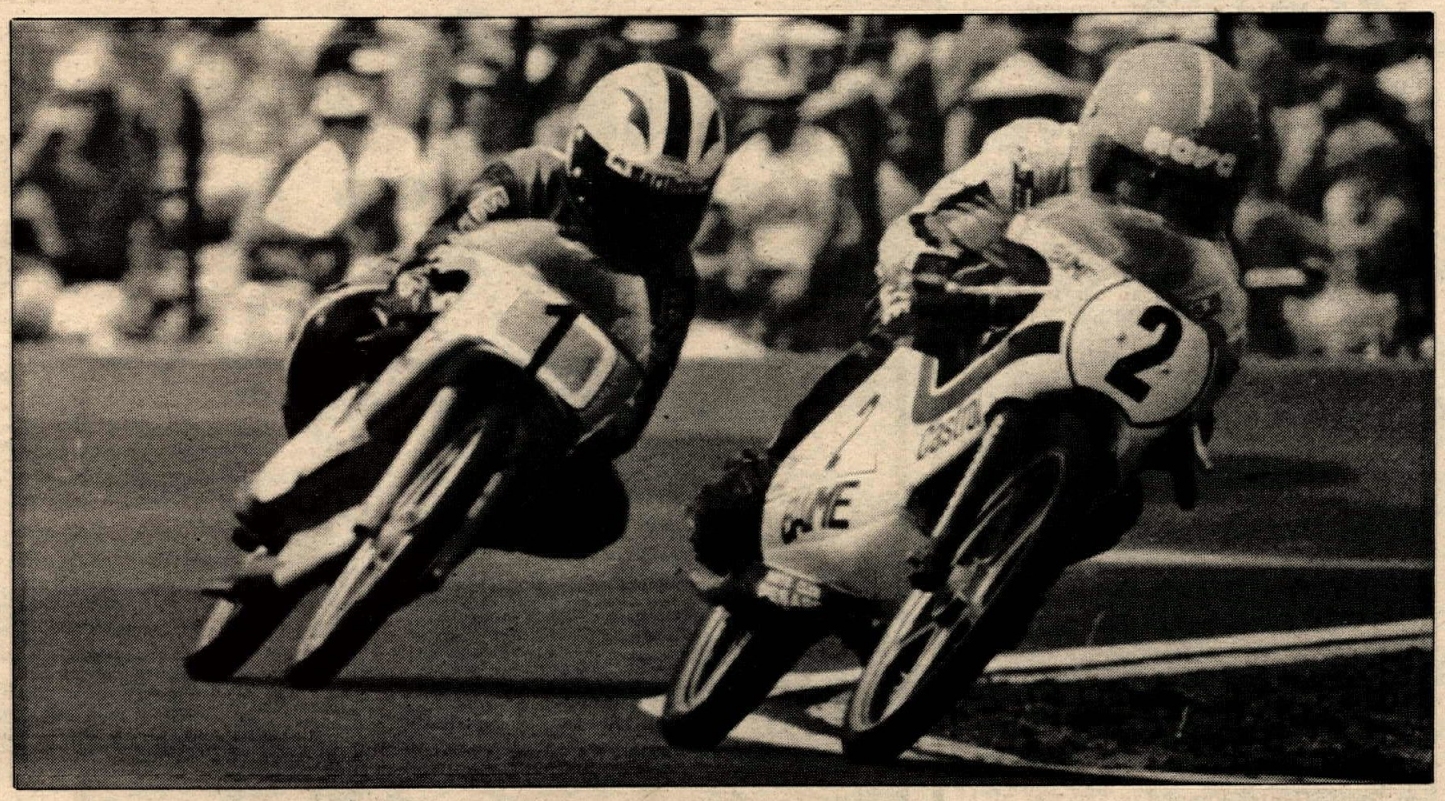
The 125cc race looked as though it would be the usual Morbidelli benefit, but that did not take into account Angel Nieto! The little Spaniard moved through from fourth on the first lap to second behind race leader Paolo Pileri next time through.

Nieto's Bultaco couldn't catch the Morbidelli, but when Pileri crashed on the sixth lap it looked more interesting. Paolo's teammate Bianchi was then in command, but Nieto was really flying in second. But the Bultaco went on one cylinder the last lap, and Pileri, who had remounted, was a lucky second, with Angel third, and the young French ace Jean Louis Guinabodet making his 125 GP debut on the Morbidelli, fourth.

Kent Andersson's GP debut for the year was not an overwhelming success. The new Yamaha despite a lot of effort wasn't competitive in either practice or racing and finally he was forced to retire after ten laps when the motor stopped.

When the 500cc race started, Dutch hero Wil Hartog led off the grid. The "Flying Farmer" stayed in front, but only until Barry Sheene had done four laps of hard work to shoot from eighth place to second. Chin on the tank Barry went ahead, but Hartog stuck to his job and it took Giacomo Agostini, riding superbly, another two laps to pass him. Ago looked determined to catch Sheene, if he could, but the British boy, with an unbeaten record so far this year in 500 GPs always had things under control, and he was still almost six seconds clear of Ago one lap from the end.

But runner up wasn't Ago. His Suzuki had stopped on the final lap leaving Pat Hennen to take a deserved second place. Pat had crashed on Thursday in practice, but he didn't put a wheel wrong in Saturday's race. ●



Results

50cc (9 laps): 1. A. Nieto (Bul). 2. U. Graf (Kre). 3. H. Rittberger (Kre). 4. E. Lazzarini (Kre). 5. T. V. Geffen (Kre). 6. R. Kunz (Kre). 7. G. Strikker (Kre). 8. E. Kip (Kre). 9. G. Schirnhofer (Kre). 10. A. Pero (Kre).

125cc (14 laps): 1. P.P. Bianchi (Mor). 2. P. Pileri (Mor). 3. A. Nieto (Bul). 4. J. Guinabodet (Mor). 5. S. Dorflinger (Mor). 6. A. Mang (Mor). 7. C. Van Dongen (Mor). 8. E. Lazzarini (Mor). 9. X. Tschannen (H-T). 10. P. J. Cecchini (Mal).

250cc (15 laps): 1. W. Villa (H-D). 2. T. Katayama (Yam). 3. J. Dodds (Yam). 4. G. Bonera (H-D). 5. V. Palomo (Yam). 6. P. Fernandez (Yam). 7. T. Herron (Yam). 8. B. Kneubuhler (Yam). 9. D. Bruan (Yam). 10. F. Uncini (Yam).

350cc (16 laps): 1. G. Agostini (MV). 2. P. Pons (Yam). 3. C. Mortimer (Yam). 4. B. Kneubuhler (Yam). 5. J. Dodds (Yam). 6. F. Uncini (Yam). 7. T. Herron (Yam). 8. J. Cecotto (Yam). 9. D. Braun (Yam). 10. P. Bouzanne (Yam).

500cc (16 laps): 1. B. Sheene (Suz). 2. P. Hennen (Suz). 3. W. Hartog (Suz). 4. A. George (Suz). 5. J. Findlay (Suz). 6. J. Williams (Suz). 7. B. Fau (Yam). 8. R. Bron (Yam). 9. H. Kassner (Suz). 10. D. Potter (Yam).

SIDECARS (14 laps): 1. H. Schmid/J.P. Martial (Yam). 2. M. Kooy/R. Varder (Kon). 3. G. Pape/F. Kallenberg (Kon). 4. W. Schwarzel/A. Huber (Kon). 5. H. Schilling/R. Gundel (Aro).

Canadian Road Race GP:

Baker Soaks and Slides

By Ray Ninness

CLARKE ONT., CANADA, JUNE 26

All good things must come to an end and so Stevie Baker was finally led across the Mosport finish line. The event: the LaBatt's GP of Canada; the rider: Frank Mrazek. Mrazek did the deed taking the win over Baker in the last race of the day, the Unlimited Expert race. Mrazek got more than a little help from the weather, it was raining, as it had on and off all day. There was also a little American intervention as Richard Chambers loaned Frank a new set of Goodyear rain tires. Bakers OW31 750cc Yamaha was shod with a hand-me-down set of hand cut Goodyears that Gene Romero used at the match races two years ago. They simply didn't cut it. The race was almost cancelled because of the rain when only four riders showed up on the starting grid, but it was decided to run anyway.

Mrazek led Baker, Radbord and Harnum away from the start, getting some super traction on the rain-slicked track. Mrazek and Baker soon left Harnum and Radbord to fight over last place and set out on their own little slip and slide ride according to Baker who said traction was non-existent.

Each lap Mrazek would lose ground to Baker from turn one through turn 5b. After that Mrazek's new rubber would do the trick down the back chute. At the start of the eighth and final lap, Baker started to reel in Mrazek finally getting by going into Mos' corner, turn 5a. But that's when it also ended as Baker spilled. Mrazek had to take to the dirt to miss Baker but he went on to the checkers while Baker remounted to finish second.

Mrazek pulled in with an ear to ear grin that left no doubt he'd had a fine time even if Baker hadn't. Mrazek admitted that the tires were the difference, stating that the bike didn't slide once, in contrast to Baker's one slide to another ride statement.

The Grand Prix of Canada got underway with the running of the 500cc Expert race. To no one's surprise Steve Baker put his red and black Yamaha Motor Canada machine into the lead right from the start. Taking up the chase was Doug Teague on his Yamaha, and behind Teague were Yamahas of Brian Henderson, Ted Henter and Richard Chambers. Teague managed for the first few laps to stay in touch with Baker but that game ended when Doug's front brake went south. Henderson started to clse on Teague while Baker disappeared up front. Henter jumped in and out of the pits dropping back in the standings. Chambers took over fourth for the moment, slowing and being reeled in by Gary Collins and George Morin. Soon Collins and Morin were by Chambers who held on for sixth ahead of Robb Cooper. ●

Results

250cc Ex: 1. S. Baker (Yam); 2. G. MacKay (Yam); 3. J. Arnold (Yam); 4. G. Collins (Yam); 5. R. Cooper (Yam).

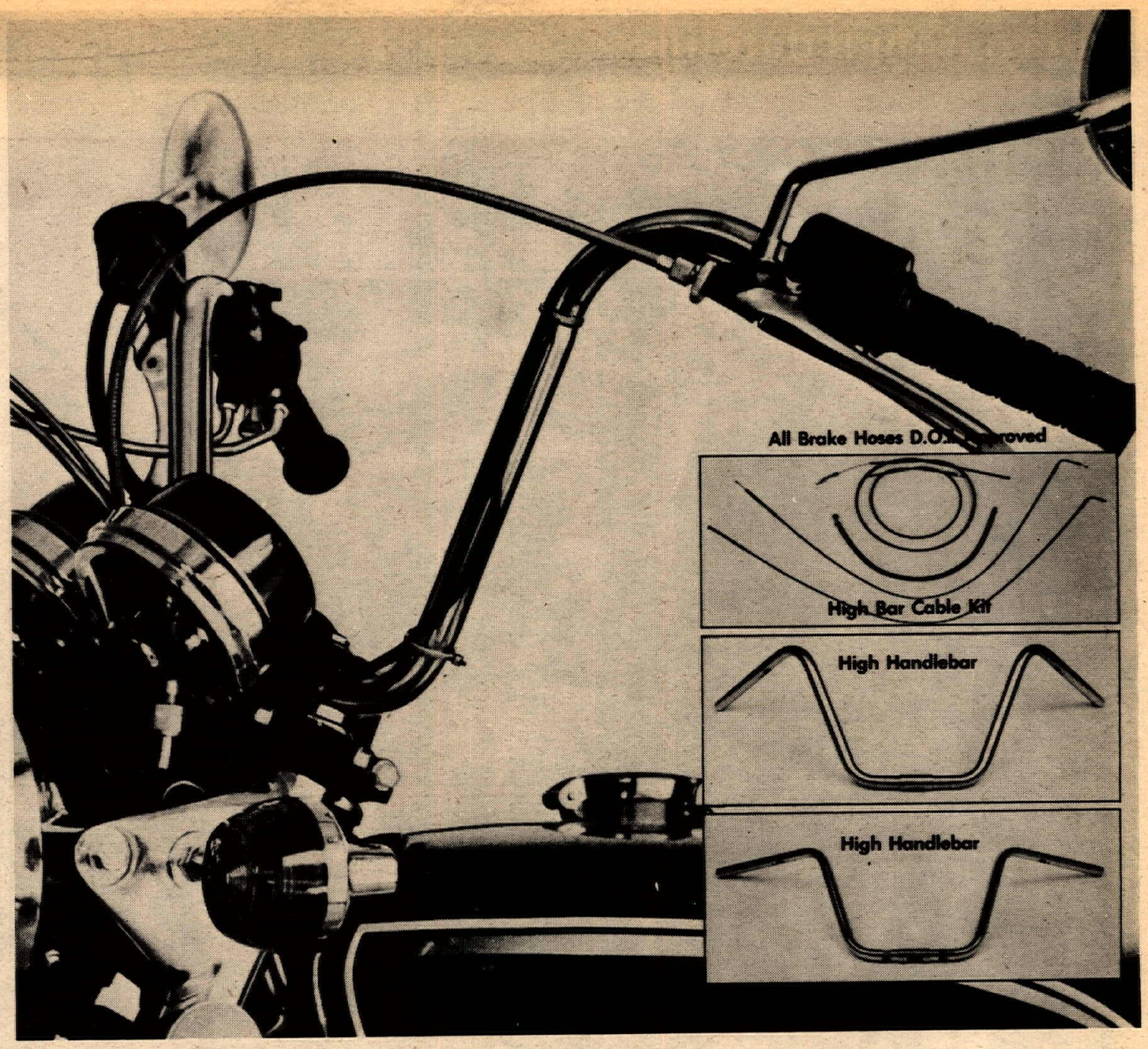
250cc Jr: 1. R. Bienick (Yam); 2. S. Godwin (Yam); 3. R. Bump (Yam).

GP of Canada: 1. S. Baker (Yam); 2. Doug Teague (Yam); 3. B. Henderson (Yam); 4. G. Collins (Yam); 5. G. Morin (Yam); 6. R. Chambers (Yam).

500cc Jr: 1. A. McKenna (Yam); 2. G. Gonsalves (Yam); 3. R. Bump (Yam).

Unlimited Expert: 1. F. Mrazek (Yam); 2. S. Baker (Yam); 3. M. Radbord (Hon).

Unlimited Junior: 1. B. Maclea (Kaw); 2. W. McEtree (Kaw); 3. J. LeBlanc (Hon); 4. D.



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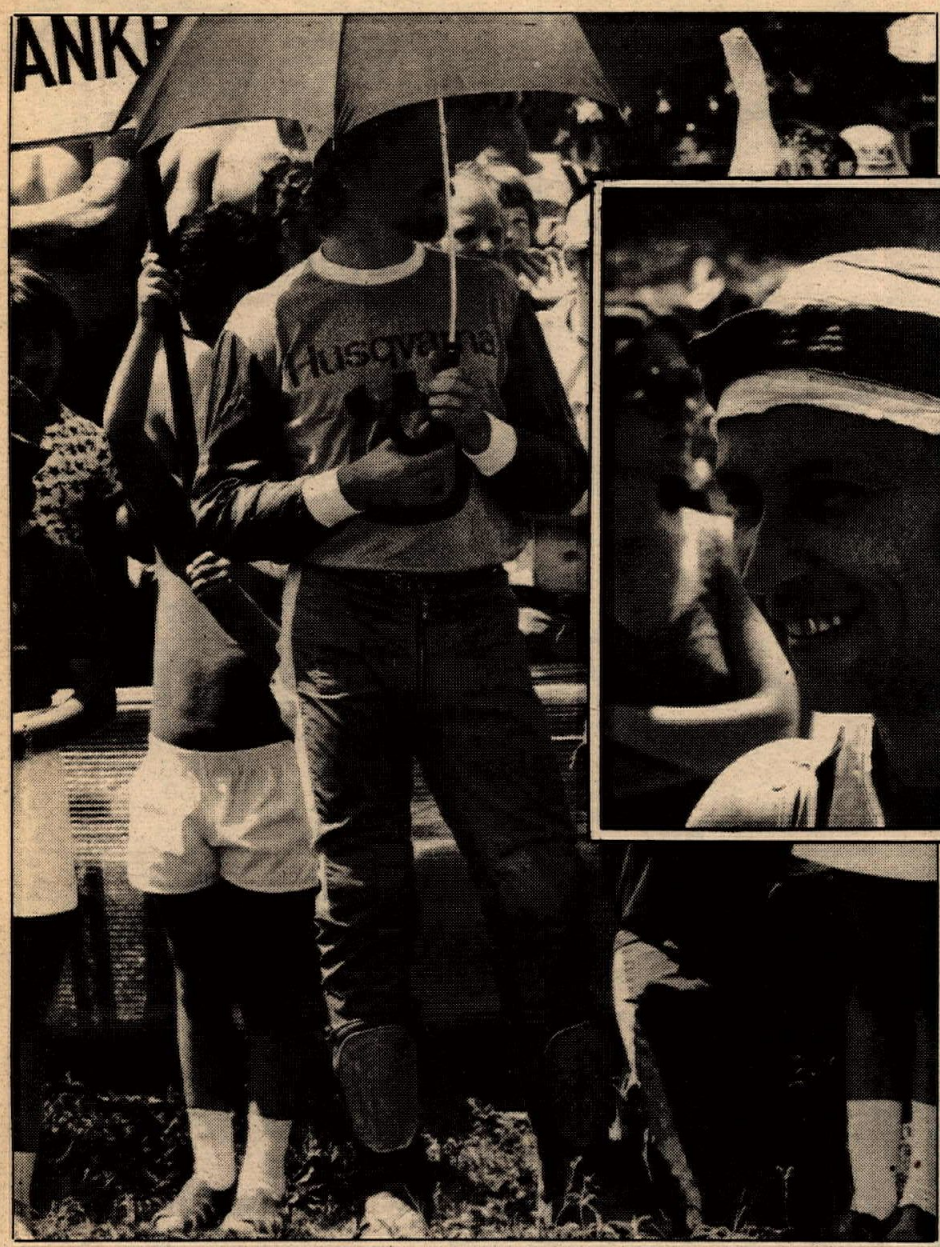

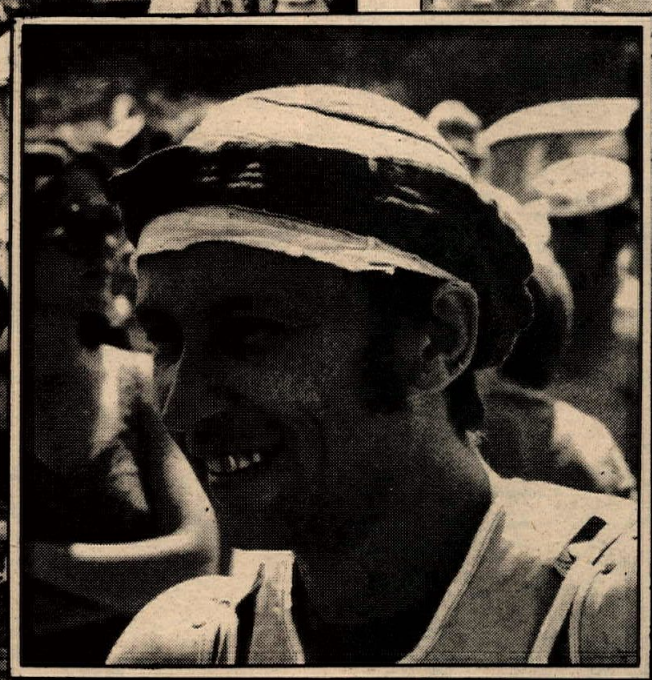

PHOTOS BY DAVID MALTAIS

(Above) Heikki keeps out of the sun, while Moisseev (center) keeps a cool head and Kavinov (22) burns the track. (Below) Kavinov leads the first turn charge.

RUSSIANS INVADE GERMANY

West German 250 GP MX

By David and Margery Maltais

GAILDORF, WEST GERMANY
JUNE 27

KTM factory rider Vladimir Kavinov passed teammate Guennady Moisseev in the World Championship standings at the tenth round of this year's series by convincingly winning both races at the West German Grand Prix near Stuttgart. Moisseev scored no points for the day in his end of the season surge to catch Heikki Mikkola who is still leading with one hundred and fifty-one points as he scored twelve points in the second race with a second place behind Kavinov.

The pressure was heavy on the shoulders of factory riders Heikki Mikkola of Husqvarna and KTM's Guennady Moisseev for this race was the tenth of the twelve round series and the last one before a month long break until the two final rounds of the 1976 250cc World Championship are held in Lichtenvoorde, Holland and Ulricehamn, Sweden. The week before in England Moisseev had racked -up thirty big points for two wins while Heikki scored zero for the day with a crash in the first and front brake failure in the second. Moisseev's double win jumped the Russian into second place, only ten points behind Heikki.

Torleif Hansen and Heikki Mikkola tied for fastest qualifying on Sunday morning with times of 2.33.5 on the high speed two thousand one hundred meter course. Baborovsky was a close third with 2.33.9 and the rest of the top ten were Pomeroy, Daniel Pean (Mai), Kavinov, Jobe (Oss), Falta, Andre Malherbe (KTM) and Geboers (Mai). Moisseev and Everts were down in sixteenth and seventeenth places.

In the first race it was Baborovsky, Kavinov and Geboers who jumped into the lead when the gate dropped. Mikkola was in fifth place but dropped his Husqvarna in the second corner before the steep uphill and restarted last. Heikki pulled in after two laps realizing that he wouldn't finish among the leaders and to save his energy for the second race. Geboers took over the lead on the first lap and led the race for ten laps before he was overtaken by Kavinov. On the next lap Sylvain was forced to retire when his Maico's crankshaft broke.

Moisseev was holding down third place and a finish in that position for ten points would have tied he and Mikkola for the lead in the standings with one hundred thirty-nine points. But on lap fourteen Heikki was able to relax as Moisseev was forced to retire when his factory KTM suffered gearbox problems and the 1974 250cc World Champion lost the use of second and third gears.

Kavinov and Baborovsky continued to lead the race unchallenged and Kavinov stretched his lead from four seconds on lap thirteen to twenty-one seconds at the finish. Belgian riders swept the next three places as former European 125cc Champion Andre Malherbe brought his KTM to finish third and reigning World Champion Harry Everts came in fourth. Montesa -mounted Raymond Boven got out of his bad luck plague for a strong fifth place ahead of West German Rolf Diefenbach on a Kramer-Maico.

Injuries sustained in previous GPs hampered the results of three of the top 250cc stars as Sweden's Torleif Hansen, who suffered a broken right shoulder bone in Russia, pulled out when he found himself not going fast enough and making mistakes through lack of confidence. Hans Maisch retired early when his still weakened right hand could not grip the throttle.

Jim Pomeroy was riding despite advice from a Spanish doctor that he should not ride for three weeks to let the torn ligaments in his left shoulder heal after a hard crash in England the Sunday before. He had tried to overtake Moisseev coming off a jump and the front of his Bultaco did a noisedive throwing Jim directly on his shoulder. After qualifying fourth fastest he went out in the first race, his shift lever bent and he had to pull in to get it straightened by mechanic Arnie Beamon. He went back out in last place, did a few laps, and decided it was better to retire and save it for the second race.

In the second race Kavinov again blasted into the lead, and this time he was followed all the way by Mikkola to the flag with Heikki thirteen seconds down and suffering from an injured right ankle that he had twisted in his first moto crash. Pomeroy was driving hard despite his severely banged-up shoulder to pass Sigi Lerner on the second lap as he gunned it past the KTM pilot from Austria for third place.

Moisseev started out in fifth place and passed Lerner on the second lap and started moving in on Pomeroy. He chopped a couple seconds off each lap until they were racing pretty tight, but on the beginning of the eighth lap they collided. Coming out of the turn, hard on the gas, but in different lines they crisscrossed and Pomeroy chopped off the Russian pilot and the Bultaco's rear wheel banged Moisseev's front end and knocked him off the bike. It was an accident, but it left Moisseev with bent handlebars that he couldn't continue racing with. He tried but crashed again. It was hard to quit, knowing that Mikkola was still out there and would stretch his lead further ahead with twelve points.

The duel between Mikkola and Moisseev never emerged as Kavinov's double victory moved him into second place in the 250cc class behind Husqvarna's Flying Finn.

It has now become a close down-to-the-last-race Championship as Moisseev and Kavinov's strong finishes have dissolved the pre-season predictions that Mikkola would sweep this year's 250cc World Championship and thus become the first man to win World Championshp titles in two classes. It is now a matter for the mathematicans to figure out who can do it and how they must finish to win the World title. Heikki has six wins, two seconds, two thirds and one sixth for eleven finishes. Moisseev also has eleven finishes with five wins, two seconds, one third, two fourths and one seventh. Kavinov has sixteen finishes and more gross points than Moisseev but his points have come from three wins, one second, three thirds, two fourths and one fifth. The rest of the point finishing places are too low to be considered in the title chase for top position.

With only four more races to go, Heikki knows that Moisseev must have as many wins as he does in the end and the next two circuits will not favor either rider. Holland is sandy, Heikki did well there last year in the 500cc GP but Moisseev also does well in sand. It's going to come down to the last GP in Sweden on the fifteenth of August when the 1976 250cc World Champion will be crowned, and you can bet that every rider is going to be pumped for that one. •

Results

1st Moto: 1. Vladimir Kavinov (KTM); 2. Antonin Baborovsky (CZ); 3. Andre Malherbe (KTM); 4. Harry Everts (Puc); 5. Raymond Boven (Mon); 6. Rolf Diefenbach (Mai); 7. Anatoly Ouchinikov (KTM); 8. Sigi Lerner (KTM); 9. Rob Hooper (Mai); 10. Paoli Piippola (Hus).

2nd Moto: 1. Kavinov ; 2. Heikki Mikkola (Hus); 3. Jim Pomeroy (Bul); 4. Jean Bruno (KTM); 5. Baborovsky ; 6. Everts; 7. Diefenbach; 8. Daniel Pean (Mai); 9. Geoffrey Mayes (CZ); 10. Walter Kalberer (Hus).

World Championship Standings
1. Mikkola (151); 2. Kavinov (131); 3. Moisseev (129); 4. Pomeroy (92); 5. Everts (80); 6. Baborovsky (75); 7. Maisch (71); 8. Hansen (71); 9. Ouchinikov (59); 10. Falta (54)

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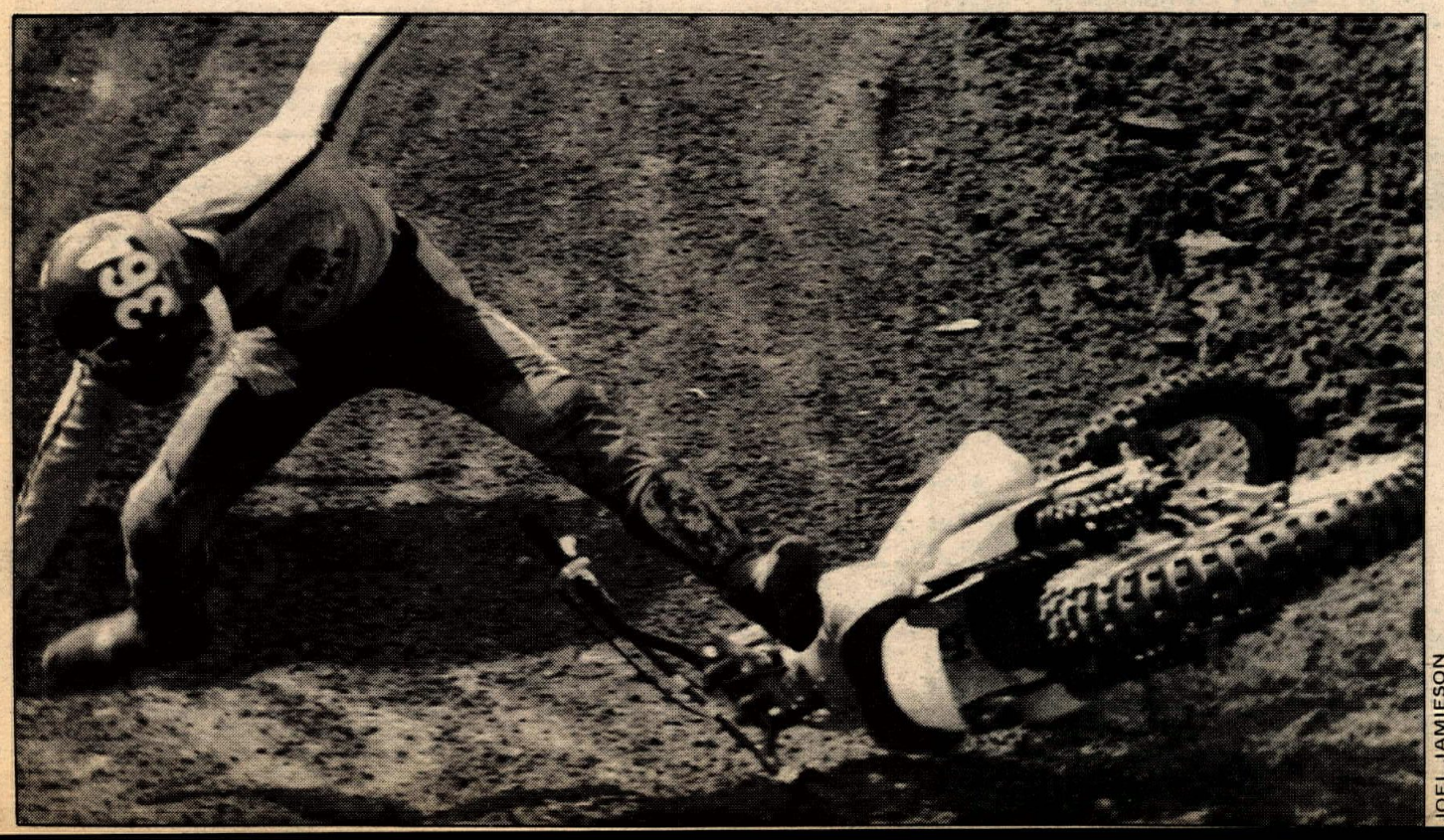
MIKE YADA

(Above) Bobby Jones lifts off to a CMC 125 Pro win. (Below) Jeff Jenning picks an inopportune moment for calisthenics at AMC.



JOEL JAMIESON

CH Day at CMC Carlsbad

By Mike Yada

CARLSBAD, CALIF., JULY 11

For quite some time now, Honda has had its share of the winnings at CMC – in combinations such as FMF & Honda, DG & Honda, or Franks and Honda. C.H. Industries traveled all the way down to Carlsbad to jump into the red fruitbowl, and making a big splash at that, adding a tinge of yellow (and it's not a lemon, either) with some mighty RMA's of their own. Former mini crusader Bobby Jones took home the top cherry without even winning a moto in today's CMC 125 Pro action. And to break up the Suzuki eye-strain in the 250 ranks was a lone Can-Am with Steve Rhyan handling the reins.

"It looks like a gorilla took a big bite out of the seat!" Ted Weeks' day ended about twenty seconds into the first 125 Pro moto, as his engine burped up an untimely seizure, taking out FMF teammates Alan Smith, Dave Carlson and John McGonigal along the way. Meanwhile, Mike Bell stayed clear of the muddy entanglement and blasted away with the first moto win aboard his Franks rocketship. Bobby Jones (Suz) occupied the runner-up slot, with Terry Shenkell (Yam), Randy Hess (Hon) and Tony Wanket (FMF) engaging in some tight maneuvers around the slightly shortened track. Tony Wanket emerged the victor for third spot, while brother Peter Wanket (FMF) worked his way into fourth.

PK rider Dave Eropkin opened up the final moto with one of his explosive holeshots, but Dave Carlson and Mike Bell overtook Eropkin on the first lap, both in hot pursuit of the moto win. Bell ran the fine line between himself and Carlson for a few laps, and finally outpowered the FMF speedster up the bumpy uphill. Seconds later, Bell's bike momentarily seized, but loosened up, Bell then locked it up for the day. Bobby Jones moved into second keeping a respectable distance from CH teammate Bill Joyce (Suz).

Wes Sutton (Mai) sparked the early 250 Pro go, which soon fizzled when Mike McGowen (Hus) slipped into the lead. McGowen appeared unusually unstable on the track, swapping grooves each tour. McGowen began to fade as Mike Tripes (DG/Yam) charged up from a medicore start, pulling away from Steve Rhyan (C-A). Rhyan craftily made his way around Mike Stearns (Hus) and Jim Martin (CZ) to take second.

Mike Tripes got off to a poor start in the final, running nearly dead last off the line. Dale Anderson (Suz) pulled the head of the pack, checking up on Randy Burns' (Yam) moves. Burns didn't wait long to pass Anderson, leaving him to hold off DG's Clark Jones (Suz). Mike Stearns worked past Jones, but later disappeared, obviously due to mech trouble. Wes Sutton took a short tumble, allowing Steve Rhyan to take up third spot, with second on the way. Rhyan made it look too easy in getting around Anderson, and even easier in catching Burns, but declined to pass him. Meanwhile, Mike Tripes was attenpting to make a bid on a surprise birthday wish, as he now caught up to third, but could not reach Rhyan.

Suzuki duo dynamite at AMC $1000

By Joel Jamieson

ORANGE, CALIF., JULY 11

Betty Lasker and her AMC crew staged another $1000 moto-show

and by the end of the day, all those Japanese mechanics you've seen at the local races were displaying plenty of grins and smiles. You guessed it, Team Suzuki has scored again. The team's two newest young hopefuls, Jeff Jenning and Robert Elliot swooped up everything there was to swoop up with their factory machines. How hot are the new bikes? "I'm in love with mine" replied Jennings.

No wonder Jeff digs his new mounts. They carried him to victories in both the 125 and 250 Pro. Jeff and Miller Mano mounted Dave Williams had a terrific dice going the first 125 Pro moto with the pair inches apart the entire length of the race. Jeff went for an inside pass at the last turn, got into some loose stuff and lost it. "I could've passed Williams but my clutch was slipping the whole race." With a new clutch in place, Jennings proceeded to roost on the pack the second moto.

The second 250 Pro moto proved to be just as boss as the first 125 moto. At first it looked like a ditto of moto one with Elliot out to a quick lead with Jennings and Maico ace, Jeff Vidic hanging back in second and third. Only this time around Jeff was chewing away at Robert's lap time. Each lap found the aggressive racer closer to Elliot until Jeff finally laid a pass on his teammate after nearly 30 minutes of keeping everyone guessing. Vidic pulled his Wheelsmith Maico in for third place money with consistent 3-3 rides.

The smooth, controlled Elliot didn't go home without win money though as the well-mannered Suzuki ace latched on to the 500 Pro win, leading every lap of both motos. Robert was cranking. Carrera and Pepsi sponsored KTM shoe, Jeff Foland, overcame so-so starts to notch second overall after 2-2 rides behind Elliot.

Jeff's dad, on the Pepsi deal: "Pepsi decided to give it a try and see how things go, so we sure could use some plugs in Cycle News!" You got it. •

Results in Results Section.

Rubly sets pace at Ascot MX

By Mike Klinger

GARDENA, CALIF., JULY 9

CMC's numero uno rider, Bill Rubly (Mai), was the highlight of Thursday night's Ascot motocross. Rubly was the overall victor in the 250 Pro class and led most of the 500 Pro class, but had trouble and failed to take the overall win.

The 125 and 500 Pros were combined for lack of riders and two 125 racers won both motos! In moto one, Rubly grabbed the holeshot, but crashed on the very next turn, giving up the lead to 125 speedster, Tim Lunde (Hon). Lunde was never challenged and rode home with the win.

Ascot's fastest "track lapper". Dave Carlson (FMF) grabbed the first turn in moto two and set the pace. 500 Pro Val Tamietti (Mai) was second off the line and gave chase to Carlson. Back in third spot, Lunde was just hanging on to finish which would give him first overall. Carlson rode a very fine race and took second overall for the evening and Tim Lunde took home the first place prize money. Tamietti won the 500 Pros and Rubly second.

Some fine racing developed in the 250 Pros with Bill Rubly (Mai), Morris Malone (Hus) and Tim Wright (Hon). In race number one, the MaicoMeister pulled the holeshot, pulled turn after turn and eventually pulled in the checkered flag for the win. Malone and Wright were close behind Rubly, but close only counts in handgrenades.

Again in moto two, Wright and Malone played back-seat to Rubly. On lap six, all three riders were wheel-to-wheel making the run for the lead. Rubly just sat back and got on the pipe to pull away for the win. Rubly

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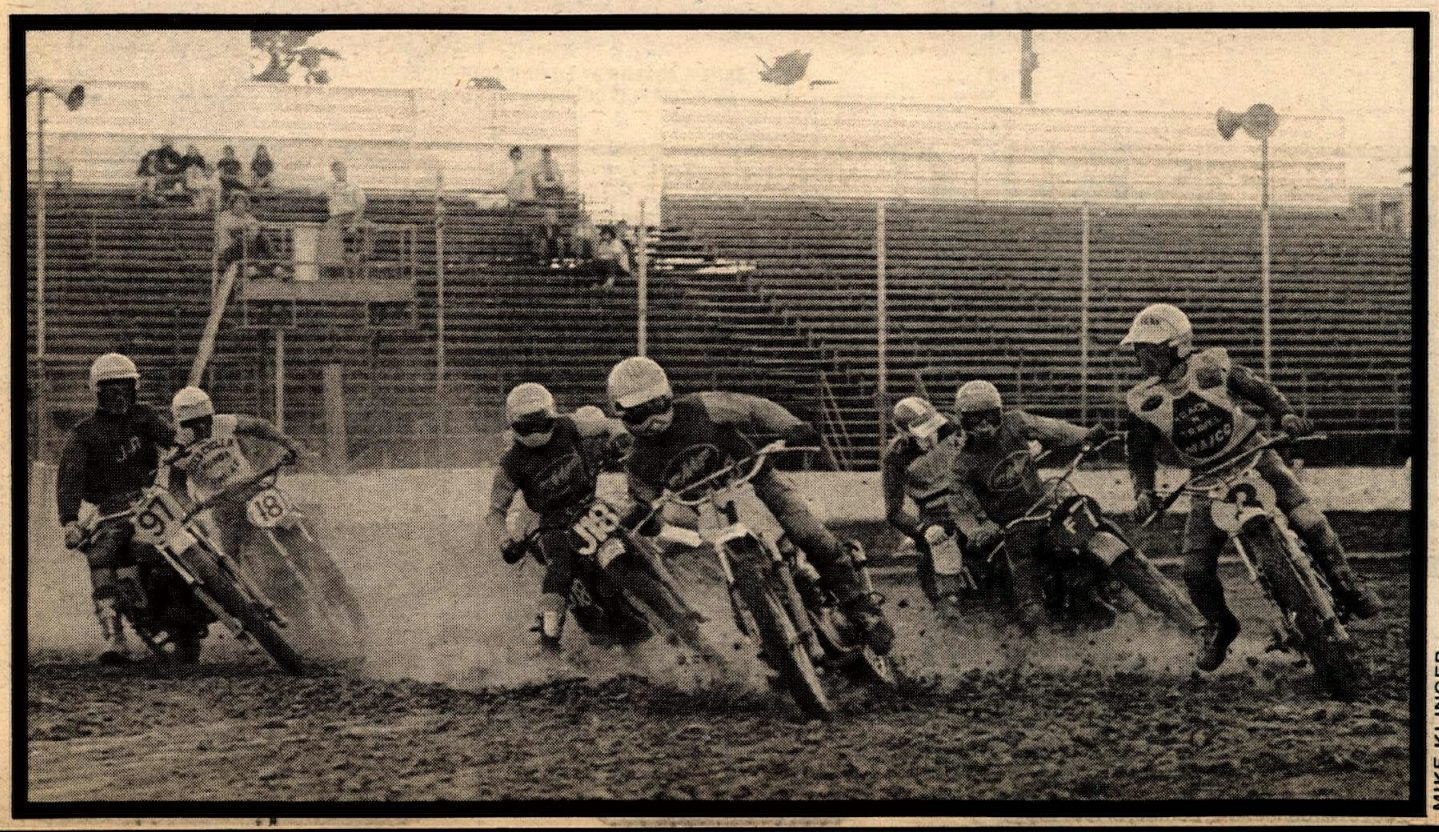
PHOTOS BY DALE COATES

Steve Lawrence, of Odessa, Texas, blasts the SRA dunes, but ends up pushing home (forgot to fill the tank).

FMF's Bill Rubly (Mai) grabs the holeshot on Val Tamietti (3) and Dave Carlson (F7) at Ascot MX.



MIKE KLINGER

SRA Lone Pine Enduro

OLANCHA, CAL., JULY 5

Tom Spurlock brought his winning ways all the way to Olancha and easily zeroed the course that organizers were betting would take the winner down at least two points today. The likeable young Husky rider lost a total of three seconds at the two tie-breakers to tame the high desert course. Sipping a cool one at the finish line, with his sponsors from Windsor Products, Tom reckoned that it was the best course he had ridden in a while. He said it would have made a good short D-37 enduro as it had him really pushing to keep the times. Second place went to the father/son team of Jack and Mike Dawkins as they slipped back to two points. Jack was fresh from an overall win at the SRA Spring Fling Enduro and was bound to make it two in a row, but couldn't quite keep up with Spurlock.

The Lone Pine Enduro is run on lands bordering the north shore of Owens Lake, just about 15 miles south of Lone Pine. While it's still desert, the terrain is different from the southern Mojave in its barren rugged way. Honest-to-gosh sand dunes spot the area and its lack of worn trails make it unique to desert riders. The courses made good use of every inch of the competition area trying for the 60 miles needed for the event.

Loop one wound through Centennial Flats and inched up and down the moon-like terrain before heading into the hills for a short bout with loose sand and shale. The very first hill had about 10 riders still stymied when the sweepers got there. Most were ready to call it off when the 12 year old sweeper on his SL70 scooted over the top and disappeared into the sunshine. The other sweep rider stayed and watched as each one then did the deed in turn. From there the course wound around and hit a couple of interesting sand hills and headed back into the pits for beer and gas.

The only incident to mar the organization of the event was that the band didn't make it for the trophy presentation and Jamboree at "Dirty Sock" on Saturday night. "Dirty Sock" is a sulfur hot springs about four miles from the pit area where the Saturday party was planned. As it turned out, a good loud stereo provided by SRA No. 1 Jim Burd did the job adequately, but many locals who don't do it to bands very often would rather have had the Beatles. Well, maybe next year. ●

Buffington bushwhacks South Bay

By James Brammer

SAN DIEGO, CAL., JULY 3

Driving into the corners with great force, causing the bike to skitter sideways through the turns, 17-year old Bryan Buffington won the Scratch Main at South Bay Park Speedway Saturday night. Robin Hood was within ten yards of Buffington for second at the finish with Skip Kennedy in third.

Almost failing to make the program, Buffington was the third substitute rider. He rode in the spot vacated by Denny Scopletti, who advanced to the San Bernardino Bandits' team this week.

Buffington also won a dice with Doug Skiles for second spot in his heat, won by Brad Oxley.

In the Handicap Main, won by Mark

JAMES BRAMMER

Bryan Buffington, the new challenger.

Atchison, Buffington came from the 40-yard handicap start to third, trailing Ted Cheek at the finish. It was Atchison's second race this season.

Advance Blueprint has contributed a magnificent silver plated cup of modest size for the season's "King of the Hill" at South Bay. The title, just vacated by Denny Scopletti's advancement, now is defended by New Guinean Kevin MacDonald. Challengers are the previous week's race winner.

Results in Results Section.

Over The Hill Gang finds other things to do in the dark

By Lucious LeRoy

VALENCIA, CAL., JULY 2

Forty-one members and guests found that racing at night is a totally new experience. Greeted by shadows and a very fast track with excellent bite caused a few incidents. Flipping Fred was found making a pit stop against the fence on the top high berm; Killer Ken dropped his bike on the off camber corner below the start hill, picked it up and started out again only to loop it about 30 feet on down the straight, but he still managed to finish the race. Determination still exists in the Geritol set!

Amateurs were led by Jerky John riding smoothly ahead of a very Delicate Dennis. Honky Herb finally got off the tank and spent less time cleaning his bike and more time practicing the previous week to take third.

The Intermediates left the line with the Amateurs and we question the classification of various Intermediates. Krazy Kit, riding like his name, rescued a first away from Petrified Pete who will be welcomed to the Amateur class. Chunky Chuck got it together for a third.

Experts were herded by Lanky Larry who was chased closely by Tacky Tim in the first moto. Tacky still rescued a second away from Janitor Jerry, who swept the rest of the class.

The Beginners were relieved to know that the winner, Hangover Hambone, and second place finisher, Toilet Tom will be in another class after this race. Toilet and Hangover have been rolled and flushed into the Novice class. Third place went to Juicy Jim who the rest of the Beginners will now be gunning for.

Tipsy Tom enjoyed his last Novice ride by coming up with a perfect 1-1 finish. Rickety Rick upgraded himself onto a new bike and a second place finish. Rocket Rodney shot out of the north to capture third, and Sorry Sandy, on his 100cc Penton, got a fourth ahead of Redneck Rex, also on a small bore machine.

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Subject..NUMBER ONE HOMBRE SERVICE

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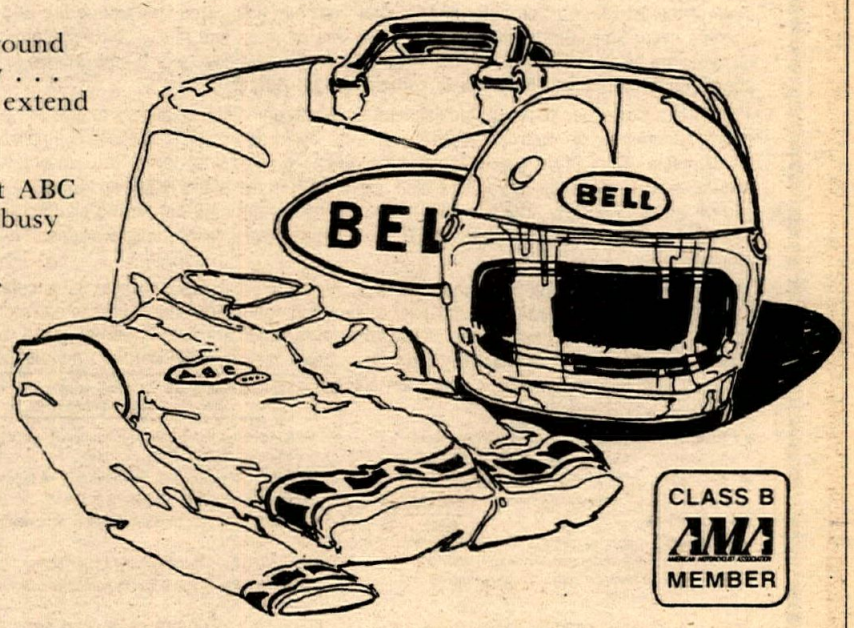

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Results in Results Section.

Abel able at Elsinore

By Andi Gangewer.

ELSINORE, CAL., JUNE 26

Jim Snow blitzed off the line in the first race of the Mini Beginner/Novice class and had the lead all to himself for a while. Little by little, Dale Dugger was sneaking up on Snow and on the final lap passed him for the win. Moto two got off to a smashing start and the race was restarted. Snow was again the front runner, this time leaving the battle to Kevin Mason, Abel and Jim Livingston for the number two spot. Livingston and Abel were involved in a battle royal. It was an easy win for Snow but a photo finish for second as Abel gassed it and grabbed the position from Livingston. Abel led the first lap but on the sweeper he went way wide, into the berm. Livingston took advantage of his opportunity and moved into the lead with Abel right on his rear wheel. Lap three showed Abel back on top as the checkered flag came out. Two trophies were awarded, one to Abel and onto to Snow.

The 250 Amateurs and Experts had quite a night of it. Joe Steffen led for two laps until Eddie Beeson flew by to pull off the win. Scott Polson was the first Amateur, Dorothy Rowe second and Gary Smith was third. Moto two, the Amateurs wanted a race of their own and the 250s were split up. Steffen again proved his ability to pull off great starts as he led off the line, and this time, held tight to first. Larry Bird sat in second with Beeson close behind as Steffen continued to pull away for the win. Beeson stole Joe's starting act and blasted out front, while Larry was close behind, pushing hard. It looked like a three-way match race but no one could hold a candle to Beeson. Bird followed Eddie to second and Steffen took third. Beeson's performance was rewarded with a win and the one and only trophy.

There was quite a line up in the Open Expert class, four professionals were out, and Rod Sexton did a job on them all. Tom Berry, National Number 30, tried his luck on the TT, but the regulars taught him a few things. Ed Steffen held rookie Expert Dan McWhorter to third. The race was filled with 500 Yamahas, but Sexton's 360 was just too quick. The second go, Ed got the jump and Sexton and Steffen were wheel to wheel. Once Rod got his wheel under Ed, he opened it up and the win was almost effortless. Steffen again was the number two man and Terry scooted past McWhorter for third. Steffen tried again to hold Sexton off in the final moto, but Rod stayed on the inside as Steffen went wide on the sweeper and once again Sexton was right up front. McWhorter was third with Brad Whooten riding right on his fender. Rod picked up the win and a trophy for some pretty fancy riding. ●

Results in Results Section.

JAMES BRAMMER

125 Intermediate Rick Wade hangs on for d

Tripes outlasts Tripes and Stearns - what?

By James Brammer

SAN DIEGO, CAL., JUNE 30

Mike Tripes (DG Yamaha) won at South Bay but it was Mike Stearns' (Hus) finest moment before seizing his Husky within seconds of the finish.

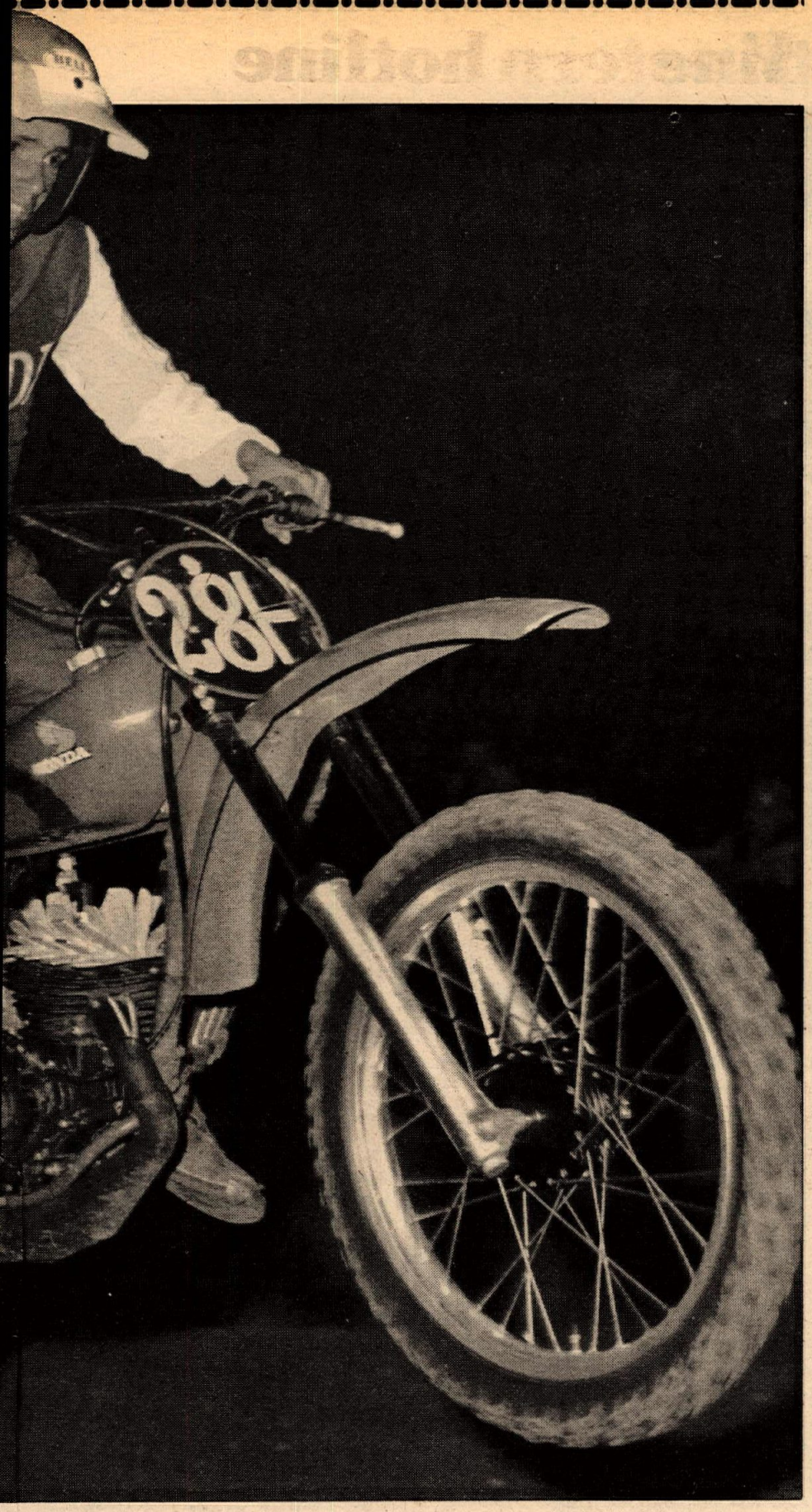
In a three way battle among the extremely fast 250 Pro riders, Stearns passed Mike Tripes and then Marty Tripes (DG Yamaha) to win the first moto.

In the second moto Stearns led at the close of every lap, except the big payoff at the finish. Marty was second and brother Mike ran third until the third lap when Marty pulled out with a broken foot peg. Mike moved into second and began pressuring Stearns but the two-week-old Husky seized, as it has on three previous outings, but this time it lasted up to within seconds of victory. He pushed it across the line to complete the race and ended with second overall. Mike Jennings placed third.

The most consistent winner of all, Scott Burnworth, scored another double win by taking the Mini Expert class and the 125 Junior Div. IV event.

John Tessitore returned after a six week lay-off and still won the 125 Pro class with ease. He fell once, late in the second moto, but he had such a lead that he still maintained his position while recovering.

Marty Moates (Rok) won the first 500 Pro moto, after swapping the lead



as he bounces over a South Bay bump.

many times with John Cardoza (Suz). Moates broke in the second moto and Cardoza won the overall.

A notable rider sure to provide excitement, Brian McNamara, returned after a long absence. He moved up to take the lead in the first moto of the 125 Intermediate class and then tumbled over the whoops, fracturing his bike for the night. He seldom lost a race during the high school motocross series.

Results in Results Section.

AME Pros hot for cool $2000

By Ted Titmas

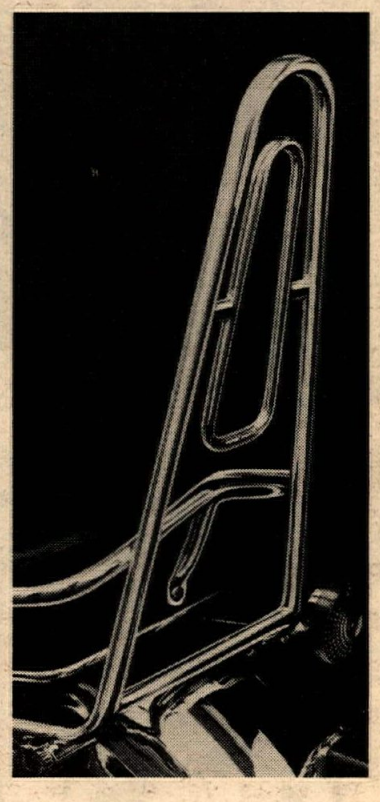
VALENCIA, CAL., JUNE 27

Despite unbearable heat, lots of top riders and big teams turned out for AME's $2000 purse race. U.S. Suzuki, with no less than six riders, dominated the scene, along with Wheelsmith, Mid-Valley, Cole Bros., Steve's Bultaco and Bassets. The 114 degree temperature was a determining factor in this race and endurance played an important role in the Pros 45-minute motos.

In the 250 Pro race Bob Elliot, riding a factory Suzuki, claimed the win. A new recruit for Mid-Valley, Greg Robertson, switched from his factory Can-Am to a new Ossa and finished second. Something interesting to watch for will be the probable teaming of Robertson and Mid-Valley's Kenny Zahrt for the Nationals. Hal Strauss rode a fine race taking third overall on his Cole Bros. Maico.

Eddie Cole (Bul) held the lead in the first moto, followed by Bob Elliot (Suz) and Kenny Zahrt (Ossa). It was between the second two riders that the battle really began as Cole opened up his lead. Just when it looked as though Cole had it wrapped up, a lapped rider got in his way and he went down. Elliot moved into the lead with Kenny still in hot pursuit. By the time Cole was able to re-start his bike he was half a lap behind, in dead last. The race ended with Elliot capturing the win, Kenny Zahrt in second, Robertson in third and the amazing Cole finished in fourth.

Many riders were unable to finish the



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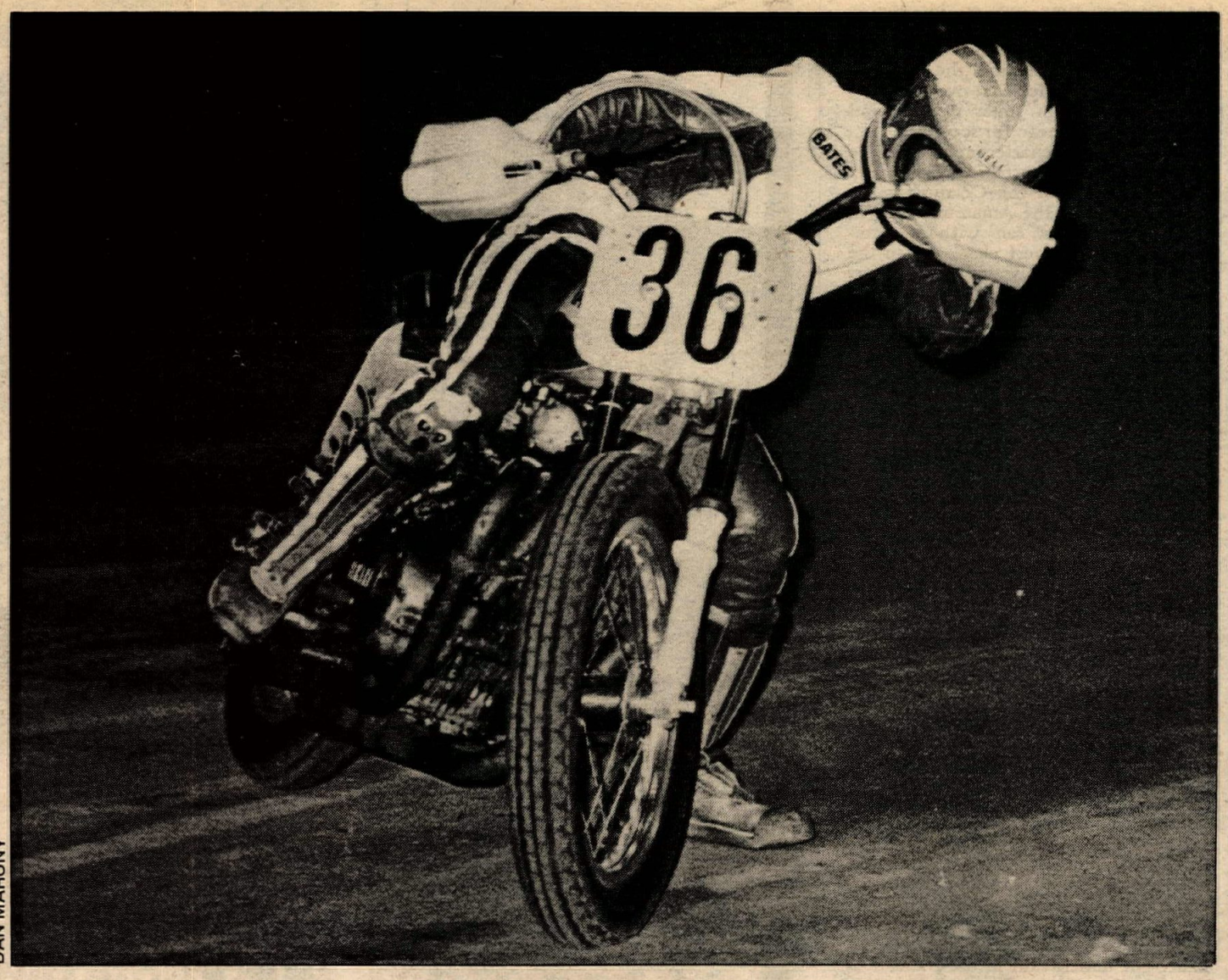

DAN MAHONY

Tim McWhorter rides the rail on the smooth Corona oval.

second moto because of the extreme heat. Elliot, however, repeated his first moto win, taking the overall for Suzuki. Greg Robertson, never missing a beat, took second overall for Mid-Valley, and Hal Strauss ended with third overall for Cole Bros.

Mid-Valley had it again in the 500 Pro race as Kenny Zahrt (Ossa) took the win. Kenny rode a one-off special that he will take to the 500 Nationals. Zahrt managed to hold off Kawaski's Terry Clark in a race long battle during the first moto. Bill Rubly (Mai) exhibited some terrific riding, holding down third for most of the distance, until heat exhaustion took him out of the race along with many other top riders. Zahrt had the second moto going wire-to-wire for first overall. Terry Clark placed second, and second overall, and Tom Claire was in for third for third overall.

Results in Results Section.

Allison & Armstrong cash in at Corona

By Elaine Jones

CORONA, CAL., JUNE 30

An eleven man field showed up for the Half-Mile Money Race and eight of them made it to the line for the main. Craig Armstrong was out front from start to finish as Eddie Lawson settled into second with Tim McWhorter third. Don Grigsby played tag with John Allison and came out on top in fourth. The short track belonged to Allison, all the way, with Gordie Kidd in second and Mike Tidwell third.

Tidwell more than collected his share of gold by dominating the 125 Amateur/Expert TT and Half-Mile. Terry McCreery coming back after some time off looked fresher and sharper than ever before as he nailed down second. On the half-mile it was rival Danny Perkins coming from the back of the pack to get by Terry McCreery and Fred Conover for second while Conover made a successful bid for third. Mike rounded out his evening's work with a win in the 250 Amateur/Expert TT this time getting the nod from Dylan Neihart and Jack Ausmus.

Dylan Neihart collected a fair share of glory as he picked up three wins. The Open TT fell to Dylan as he worked his way from third to first and held off Pat Dobbins and David Callaway for the win. The Half-Mile 250 Expert saw Dylan lead the boys around in a very orderly fashion with Jay Lewis and Jim Beck two, three.

Dave Peters led the Open Novice/Amateur combined race until the last lap, but mechanical problems got to him and he ended the evening with a DNF. Dylan was more than happy to take over the lead with Robert Scott in second and Denny Aguirre third.

Tim McWhorter, Don Grigsby and Mike Tidwell played mix it up in the 250 Expert Twin. Mike had the lead for the first two laps and then surrendered it to Don who also held on for two. On the final lap it was Tim on top with Don second and Mike third.

Kirk Johnson had a busy evening winning both Division I Mini races after some tight dueling. On the TT it was Ron Ely, a new face that gave Kirk a run for the money, while on the half-mile it was David Hulbert. David Nelson who has been a real campaigner had it finally pay off for him as he won both the TT and Half-Mile Division II goes. Kirk added icing to his own cake by winning the 125 Novice Half-Mile from last week's winner Bert Grisham. Mark Milozza took the 125 Novice TT with Kirk right behind him for second and Mike Murphy third.

Gordon Loar and Terry Singleton played the share game in the 250 Novice goes. Terry took the TT with Gordon second and then Gordon won the half-mile with Terry second.

Eddie Lawson climbed aboard Butch Silvas' bike and claimed the Open Expert Half-Mile from Steve Miller and John Lundgren. Not too shabby for the first time. Pat Dobbins surprised himself when he won the Open Expert TT from Ray Lovell and Gordie Kidd. Mark Shelton led the Open Novices from start to finish on the TT. ●

Results in Results Section.

Old Timers blow-up Dunes

By Dal Calais

VALENCIA, CAL., JULY 4

Warm weather and hot bikes made this Fourth of July get-together for the Crimson and Gold gang one of the most pleasant in a long while. One small stipulation went with the day, though — all trophy winners will be expected to repeat today's performance again at the Tri-Centennial. The rest of us will be there to watch.

Chuck Flack got his workout early in the day, running through a mess of old baling wire while practicing in the toolies. Fred Maynard and Hal Grady were out again, both riding Maico monsters, thoroughly enjoying the outing. Boyce Williams came out to celebrate but his Honda is still getting over Mammoth.

Norb Brown put on his leathers today after a short layoff and ran his usual six motos. "Iron Man" took second overall in the Master class after a nip and tuck battle with Chuck Strauss which turned out to be one of the best races of the day.

In the Master class it was Blackie Lewis showing everyone else how to do it with the overall win — must have been Blackie's new mascot that did it — sure was a cute little purp.

In the Experts bunch, it was Hutch Hutchinson warming up along with the weather to bomb in for first overall, with Sam Jones for 2-2-1 for the same overall, with Hal Grady taking fourth

for the first time out on his Maico. Warren Fonteneau started his first Expert ride out with a bang!

John Selder dominated the Amateur class with a 1-1-2 for first overall on his 360 YZ, with Jim Jones right behind winning the last moto for second.

Tom Hoyle, a charter member of the club came out today to really put on a show. Once he got the CZ running, he easily out-ran all the Amateurs, then in the second moto ran with the top runners in the Expert class, and in the third moto, ran away with the Expert win.

In the Novice class, it was old smoothie Randy Lyall once again taking the top honors with Don Edlund piloting his Yammy around for a healthy second overall. ●

Results in Results Section.

R.A.C.E. MX at Corona

By "The Tube"

CORONA, CAL., JULY 2

Long motos, a 200% payback to Experts, and some contingency prizes are bringing out the real racers, and as a result the motocross races at Corona Raceway on Friday nights are getting better and better every week. The one mile challenging course probably has something to do with it too.

Steve Bauer and David Williams put on a show in the 125 Pro class. Steve removed the cast from his wrist to come out and shoot for some cash and almost did it. Dave got the holeshot in the first moto on his Miller Mano Suzuki but Bauer got underneath in the grandstand banked turn on the first lap. Each lap thereafter they would change positions in this turn, which was cause for a lot of excitement for the spectators. On the fifth and final lap, Williams was on Bauer's rear wheel going into the turn. He went high into the berm, then cut down underneath Bauer and straight into the finish line, one knobby ahead, for the win. Williams won the second moto with similar style, however, he took a back seat to Bauer in the third. Both riders were riding WFO in this the final moto when Marty Wolford, a first time Pro got the holeshot and held off all riders for three laps until he lost it on the top of "Insanity downhill" and had to finish in third.

The 250 Pros were not to be outdone as they also had the fans on their feet with their masterful riding. Don Snyder took the first moto win when leader Kevin Callaway crashed on his new monoshock as Snyder tried to get underneath for a pass. The second moto went to Callaway who got the holeshot and was able to keep it up throughout the race. The third moto was really exciting as Snyder got the holeshot and held it until the little uphill turn when Callaway ducked inside to pass. Snyder, with a leg out and about to bump off the berm, got his leg caught in Callaway's wheel putting both riders out of the money. It took 15 minutes to free him. Consistency pays off and picking up the money for the first place win was Wayne Martin on his K & N Husqvarna. Danny Dial on his RM came in for the second place money.

One of the most exciting races was the 125 Intermediates with a girl dicing it out with the boys. Barbara Spielman, who also fared quite well in the women's nationals, took a third overall against 10 other competitors. The win went to Leonard Bishop, one of Norco High's Championship Motocross team riders. Second place went to Rick Allsup of North High, the large school champions in the high school motocross leagues, and probably the best High School Motocross team in the nation. Both riders rode exceptionally well this night, probably due to the presence of Miss Spielman. ●

Results in Results Section.

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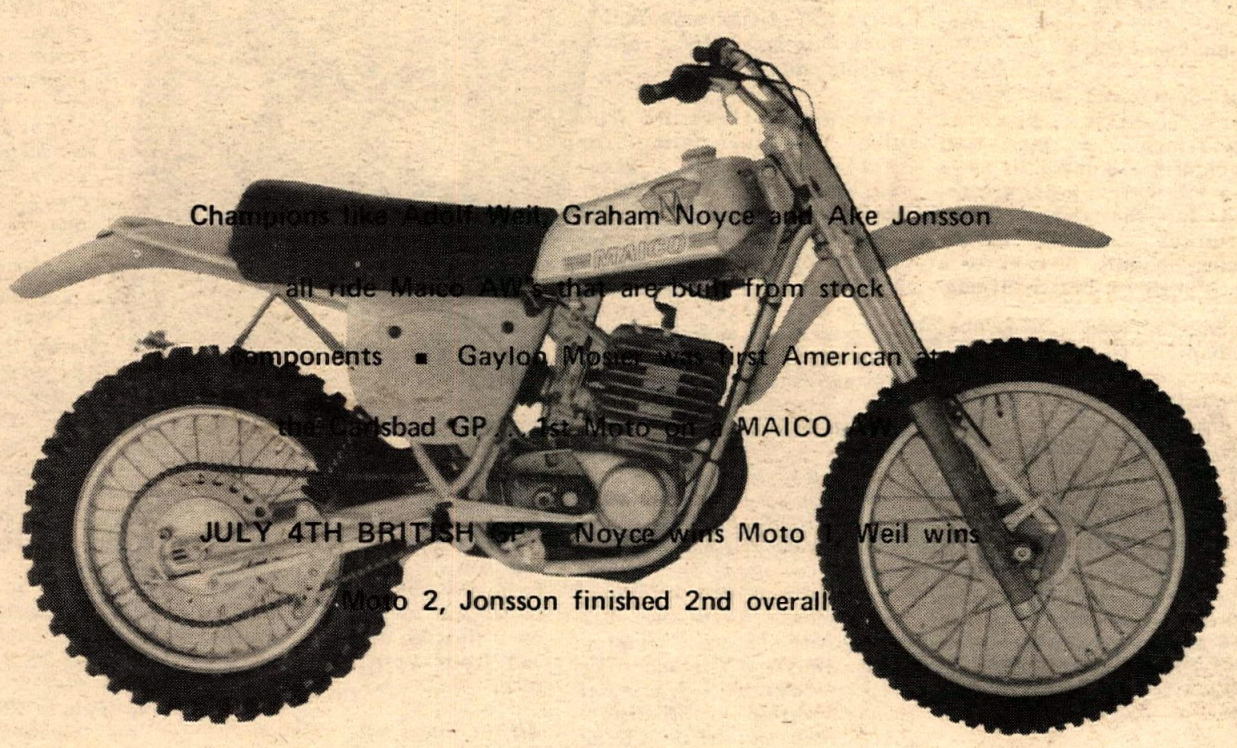

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OLY SUPERBOWL RANDOM QUOTES OLY SUPERBOWL

By Jody Weisel

A geographical breakdown of the top ten riders shows that the first six places; Weinert, Howerton, Karsmakers, Ellis, DiStefano and Stackable, are from points East of California. Places seven through ten are held by Southern Californians who are hoping for a hometown edge in the LA Coliseum on July 24th; Mosier, Smith, Hannah and Clark.

The Superbowl is a special race with special requirements in men and machinery. Jimmy Ellis has a Can-Am with adjustable rake, and for the tight, twisty, torturous turns of indoor racing he pulls in back to a steep angle for better turning.

Three time National Champion Gary Jones will appear on the experimental Jones-Ammex 250. The bike is still in the testing stages after having a long series of transmission problem. "We have the trans fixed now. At the USGP we used the 250 trans with the 380 top end. If it lasts in that it will last in anything. For the Superbowl we have changed the front end by pulling it under. And the changed rear end by adding more travel. The bike has a lot more power now."

With everyone preparing special equipment for the challenging LA Coliseum MX Jimmy Weinert, recovering from a broken knee cap let the secret out about his special stadium bike. "It will have a front fender of a 54 Buick to ward off rocks."

This will be Brad Lackey's first Superbowl competition since 1972.

Rolf Tifflin and Brad Lackey, Husky's last and present Grand Prix stars were heard to say that the new Superbowl track resembles the highly successful Anaheim Stadium track with great lines of passing and dicing.

The Weinert-Howerton feud that rose up during the Astrodome and Texas Stadium rounds of the Super series has not cooled off very much. Texan Kent Howerton took offense at Jimmy Weinert and attempted to make him part of a pit wall, for which he was fined by the AMA. Now the two protagonists are one-two in the standings and are separated by a slim 14 points.

What do Mark Blackwell, Gary Jones, Jimmy Weinert, Tony DiStefano, Pierre Karsmakers and Marty Smith have in common? They are all former or present National Champions. They are also every National MX Champion that American has had since it started National Championship competition. Also they will all be on the Oly Superbowl track on July 24th.

Two time Superbowl winner and former wunderkine Marty Tripes will ride the Superbowl, but he is on the move again. Marty has ridden Yamaha's, Honda's, Can-Am's, Husky's, CZ's, Bultaco's and is expected to appear at the Superbowl on a Suzuki; unless he gets a call from Vespa before the race.

All the riders have nicknames that they share between one another; See how many you can guess. Rhinestone Cowboy, Short Stack, Pepe', Captain Cobalt, Captain Hook, Mongo, Pottsy, Tomahawk, Rokon Don, Partly, Jammin', Jaws, and the Big D.

There will be three separate races at the Superbowl starting with a Novice Pro class, then 500 Support and the finale; 250 Supercross.

Japanese rider Yoshimio Sugio and Yasuo Tofukuji will represent the land of the Rising Sun at the Superbowl. Sugio is 125 National Champion of Japan, has ridden the 1974 Trans-AMA and competed on the Grand Prix circuit in Europe. Pound for pound the Japanese Motocrossers are as tough and fast as anyone in the world. And of course they have ready access to factory equipment.

As American as Apple Pie and Mother. Of course it is Harley-Davidson and Rocket Rex Staten. Rocket Rex who debut the Open class Harley MXer at the USGP will be on the HD250MX for the Superbowl of Motocross. He could have the biggest cheering section of all in this bicentennial year.

Could Honda be planning on a big victory? Marty Smith, Pierre Karsmakers, Don Kudalski and Steve Wise may have to pull it off because Honda bought 20,000 tickets for the Saturday afternoon practice and time trials. What is Honda going to do with all those tickets? Give them away free for the asking in every Honda dealer in Southern California. It's first come first serve.

Team Suzuki's Tony DiStefano has been accused of having no style. The 'Big D' doesn't engage in too many cross-ups or high flying acrobatics, but when the former Astrodome, Daytona and Anaheim winner was asked about it he said, "I would like to go out and style for awhile, but I guess I'll have to do my styling at the bank."

Banking is something that America's young motocross corps will have to get into after the Oly-Superbowl finale of the 1976 Super Cross series. The two year old Super series offers over $125,000 in prize money which is more than any other motocross series in America.

For the first time in two years America's top riders will appear on the same track at the same time. At every other race someone has either been injured or riding in a different class or in Europe.

If series leader Jimmy Weinert and his big Kawasaki can pull it off on July 24th Uncle Sam and the Infernal Revenue Service will be very happy. Counting purse, TV, bonus, and contingency money Weinert could take home $20,000 for a night's work. It's enough to make us all turn Kawasaki green.

See you there on July 24th.

Mighty Marty Smith, the 125 Champion missed the first turn last year & looped out, endoed and walked away. This year Marty Vows to walk the track carefully.

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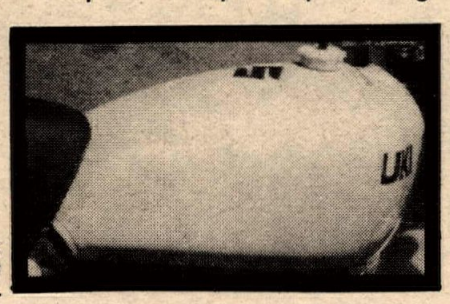

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Desert hotline

(Above) Larry Roeseler started with the 250 Ex. pack – but came back first. (Below) Maye

DALE BROWN

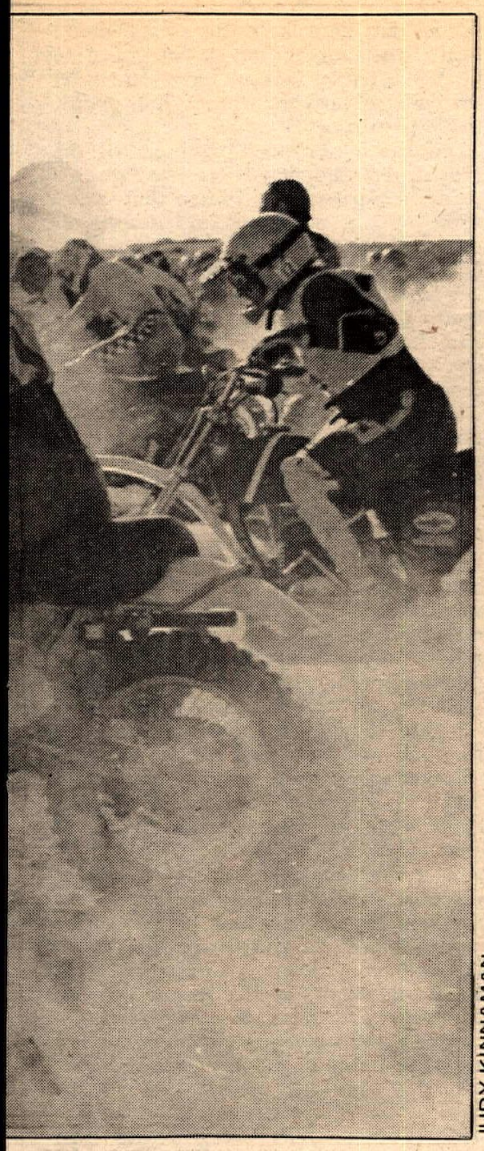
Mitch is back

Antelope Valley Ramblers

By Judy Kinnaman

CALIFORNIA CITY, CAL., JULY 11
At 8:00 a.m. the banner for the Antelope Valley Ramblers race dropped. The dust hung in the air as the 250 Amateur/Experts left the line. As they came around on the first loop, Larry Roeseler (Hus) had a definite lead, but flying ahead of the competition on the second and third loop, Roeseler was closely chased by a determined Bruce Ogilivie (H-D) and Brent Wallingsford on his new Husky. Bob Rutten (Hus) was running farther back in the pack than usual due to a series of mishaps, including a nerve-rattling crash.

When the checkered flag came out at



JUDY KINNAMAN

k — need we say more?

the finish, Roeseler had the victory. Mark Zollar (Hus) blasted in to claim second, followed by Bruce Oglivie, who had slipped back one position but was still a strong third.

The first 250 Amateur to cross the finish line was Jody Belknap (Hus) followed by Mike Alexander (Yam), with Roy Fjastad (Yam).

The desert heat was just reaching its peak when the Open class started off. On the exciting first loop of the Amateur/Expert race, Mitch Mayes (Hus) and Bill Saltzman (Hus) were dicing it out as they gassed it past the spectators. With each consecutive loop, however, Mayes stretched out his lead. Saltzman hung on to his second place position, maintaining a slight edge over fast-moving A.C. Bakken on his new Suzuki. Bob Gilbert (KTM) finished first Open Amateur, with Jim Payton (Hus) and Jerry Sill (Yam) second and third respectively.

The C bikes stormed off the start line at 10:00 a.m. Mike Matlock (Yam) took the overall win for the Experts, followed by pie-plater Mark Barnes (KTM), and Russ Jenkins (Hus) took third. First Amateur was Mitch Payton (Hus), second going to Jim Norris (Suz) and the third position won by Louis Norton (Yam).

Tom Rutten dominated the Amateur/Expert Trailbike class, riding Charlie Hamill's Yamaha. Darrin Kelsey (Yam) captured the second place spot followed by Don Lyon (Suz). Amateur Rusty Blake (Yam) triumphed over Scott McConneley (Yam) and Jeff Robbins (Yam), who followed as second and third Amateurs.

At high noon the Senior's charged off the line. "Smokebomb" Gaetz (Yam) took the overall win for the Seniors, David Doney (Hod) was next, taking first Trailbike Senior. Coming in third to take first C bike Senior was Bob Webb (Yam), fourth and first 250 Senior was George Walker (C-A).

Barbara Tieskoetter (Suz) took the checkered flag for the Women's Division, followed by Lynnette Zuber and June Elias (Yam).

The race consisted of four fast six-mile loops, enjoyed by riders and spectators alike.

Unofficial Results in Results Section.

Desert Vipers

By Dale Brown

CALIFORNIA CITY, CAL. JULY 11

Mitch Mayes returned from an injury-forced layoff to begin a day of racing at the Desert Vipers/ Antelope Ramblers Dual European Scrambles with a win.

Mayes (Hus) hit the 500 Amateur/Expert start running third behind Cordis Brooks (Bul) and Jeff Kirk (Yam). Soon he had moved past Kirk and closed on Brooks. The pass came as the two were powering up a gnarly sandwash. Brooks gave chase for a while, but had to back off when the rear tire went flat. Mitch led the rest of the way, with a good lead on runners-up Kirk and Morgan Malocco (Yam). Other than tiring his hands on the Vipers' longish (for a European Scrambles) 16-mile course, Mitch felt he'd had a good race. He won again over on the Rambler's side.

Bob Gilbert, on one of the new KTMs, took first Amateur with a high overall placing.

Larry Roeseler, Mayes' Husky teammate, took the win in the 250 Amateur/Expert clash. Roeseler did not have a good start, taking several kicks to get underway. While he was running in the twenties at the start, Brent Wallingsford, making his first appearance on a Husky, Marc Cartwright (KTM) and Bob Rutten dueled for the lead. Wallingsford kept it for the first loop, holding off Rutten by taking the good lines on the bumpy course. Just before the end of the first loop, Roeseler was by everyone but Wallingsford. Moving out onto the second loop, Roeseler got by and pulled away to win handily. Wallingsford took second, with Cartwright third. At seventh overall, Bruce Jones (KTM) was first Amateur.

In Division II action, Russ Jenkins (Yam) followed Amateur Mitch Payton (Hus) for about 12 miles, then passed him and took his first Expert victory. Ed Rodine (Yam) also got by Payton, but Mitch took the Amateur laurels.

Amateur Rusty Blake (Yam) battled with Bruce Ogilvie (Yam) for the 100 Amateur/Expert win, and was leading on the first loop. Ogilvie acquired a flat in the early going, but was still first into the finish. But, the Vipers had caught him using an illegal fireroad and disqualified him. Blake got the win with a fine ride, and Daren Kelsey (Yam) was in next for first Expert.

Nobody was surprised that Trudy Beck (KTM) had a big lead on the first loop of the Women's Division race, despite stalling off the line. Trudy had a flawless ride, finishing with a healthy lead over Barbara Tioesketter (Suz). At third, June Elias (Yam) took first Amateur. Juanita Morris (Yam) finished sixth overall, first Novice.

The Senior Division race was just like the battle for first overall in a big race a year or two ago. Smokebomb Gaetz (Yam) and Art Knapp (Hus) dueled, with Knapp winning. Jack Froelich (250 Yam) was third. Amateur Arnie Armstrong (Yam) and Novice Alan Johnson (Yam) led their color-bar divisions to the finish.

In Novice action, Richard Baxter (Yam) started off the morning with a 500 Novice win. Pancho Spain (Mon) beat Tony Steffins (Yam) by a scant five feet or so to win the 250 Novice race. Mike Midkiff (Yam) had a good time, winning the 175 Novice event, while Bruce Elery (Yam) had his way with the 100 class.

D-37's new feature, a points-paying Beginner class, was won this day by James Lawrence Jr. on a small-bore Yamaha. ●

Results in Results Section.

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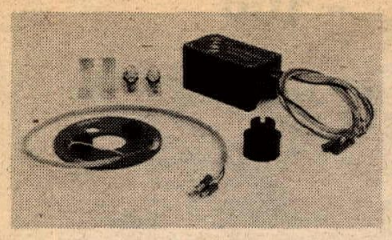

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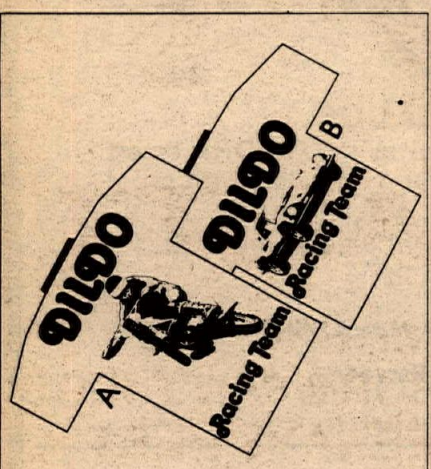

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Political lifeline

Fear & loathing

at the hearing

By Charles Clayton

What little hope we had of our needs being heard smashed coldly upon the rocks of California politics and was buried beneath a flood of prejudice at the State Park (and Recreation) Commission hearing last Friday.

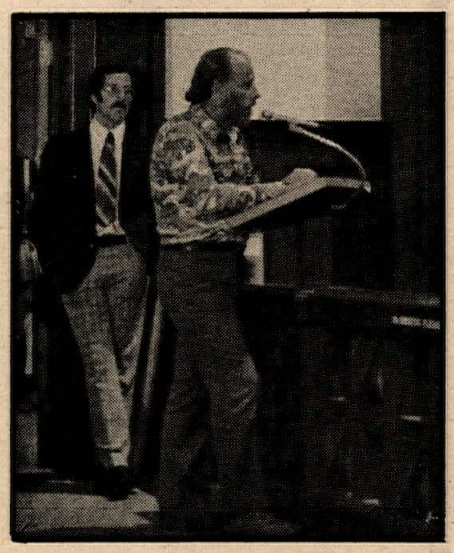
Stop-the-world Club followers packed the hearing chambers early, having nothing else to do, and produced or invented 20 groups to speak in opposition to a proposal that they swore would result in "an indigestible lump" of "scorched earth" in the Santa Monica Mountains. They need not have exercised themselves so drastically. There was not a chance that the club-affiliated majority on the commission would even consider anything but tree-museum status for scrubby old Hope Ranch.

Sally Altick, chairmadam for the commission, didn't even know the controversy existed, or where it came from. Who dared even hope that she and her fellow Jerry Brown appointees would seriously consider the rights or needs of motorcycle recreationists, she wanted to know.

It was like the Black Caucus pleading its needs before the Grand Kleagles of the Klan. It was ridiculous. We didn't have a prayer in Hell. To the smug servants of Stop-the-world mentality, we bikers had a lot of nerve, but nothing else.

Chief of resources preservation for the Parks Dept., Jim Trynor, a five-year member of the Sierra Club, led off the state testimony with the first lie, claiming that Hope Ranch held the southernmost examples of the rare Valley Oak. Actually Malibu Creek State Park, enjoys this distinction; all the Valley Oaks on Hope land are dead from overwatering, as every Sierra Clubber knows. Trynor ended by testifying that there was "an inseparable relationship between Hope Ranch and Malibu Creek State Park."

Commissioner Arthur Robinson, a Robert Redford look-alike, challenged



Clatyon testifies on his minute.

Trynor's mendacity, pointing out that Hope is separated from the Malibu park by Mulholland Highway and, since there were no particular natural values or rare and endangered species found on Hope, how could it be reconciled to the definition of a state park? Trynor admitted that the Hope land didn't quite make it as a park except for its proximity to Malibu State Park, and repeated his disinformation about the Valley Oak. Commissioner Robinson replied that there were better lands for parks farther up the canyon.

Chairlady Altick cut in at this point and argued that, whatever the Commission decided, the classification was not frozen. "It can be opened and reconsidered at a later date," she said. Fat chance, with this administration.

State Parks Director Herbert Rhodes then rose to recommend park classification for Hope, because it would have "no adverse effects on the surrounding community." These words were followed by enthusiastic applause from the gallery. "We hear you," stated the Chairperson superfluously.

State Senator Lou Cusanovich and Assemblyman Paul Priolo then took their turns denouncing the idea of recreation status for Hope, the former saying that he was "rather upset when I heard this might be turned over to OHV's. They would have to enter through a canyon where 700 people live." (Not true.)

Politician Priolo, playing to the crowd, testified that there was "quite a furor in Sacramento" when they heard there was a proposal for motorcycle development at Hope. "We have not considered that proposal," he insisted.

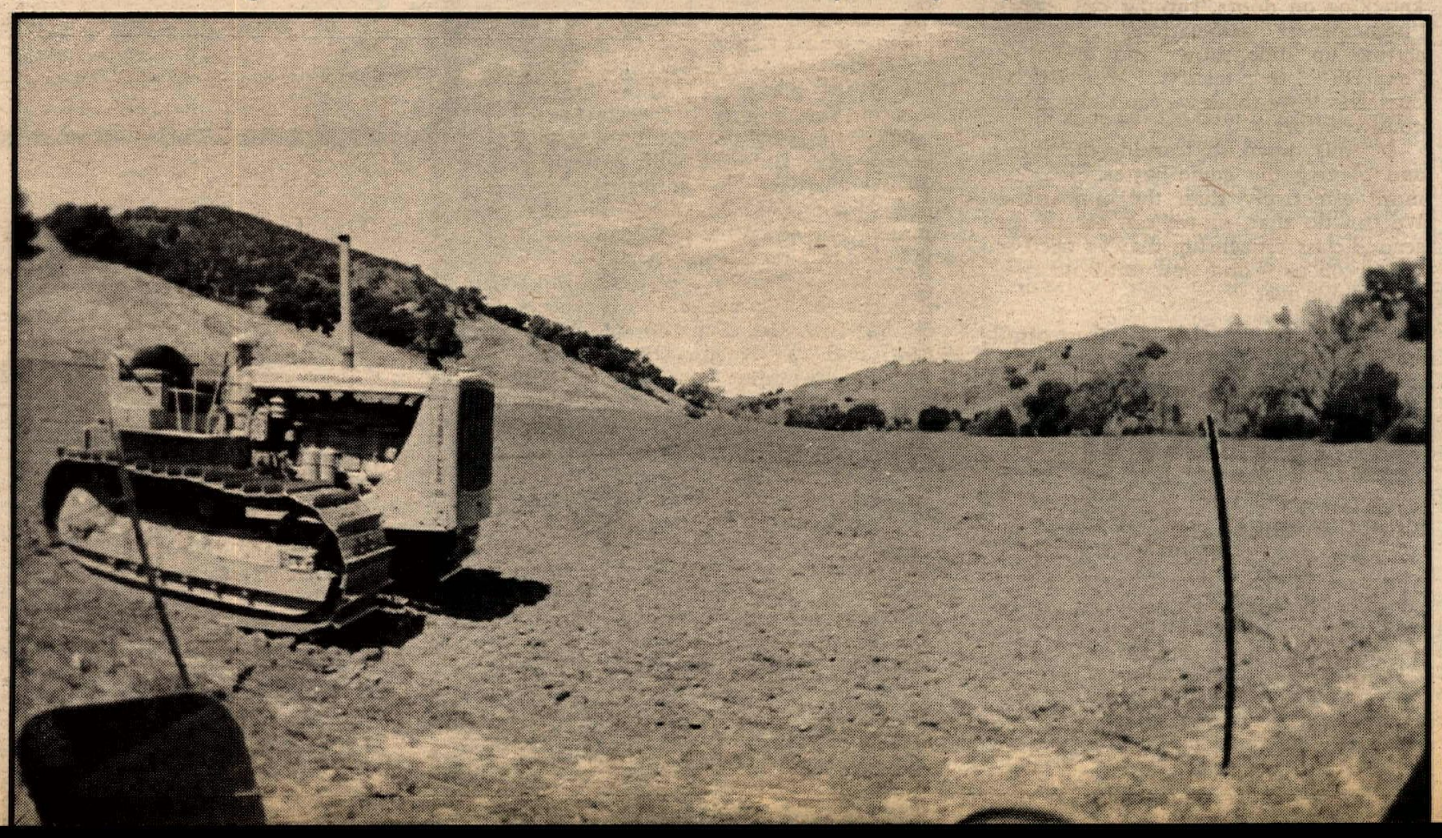
The Stop-the-world Club beat its hands together and gave itself a cheer. It had done its homework well. Residents of nearby Liberty Canyon were recruited to voice their fears of fire and noise and property devaluation. Somebody sent the residents a newspaper clipping about a suspected "Motor Cycle Arsonist."

Various hikers and hermits articulated their selfish desire to get off to a peaceful setting away from humanity, in order to "recharge their minds and bodies," as if Hope were the only place they owned all to themselves. I have never been able to understand this argument. When I need to be alone, I go into my room and close the door. Why do they need another 1,100 acres for that purpose? Why are homeowners so eager to up their property taxes and create intolerable congestion so that hermits and people-haters can have their empty spaces?

It doesn't make sense that millions of acres of public land are locked up for the benefit of the passive, while the more numerous active recreationists, who have paid through ORV registrations for the few miserable acres of rocks and sand that we have, are jammed into inadequate state recreation areas, far from our homes. The reason is probably that the passive few do not have to work for a living, like we do. They have nothing better to do than deliver poison leaflets and attend public hearings. They know that time is on our side, that kids flock to the National Minicycle Association rather than their nature hikes. This is the future and they don't like it.

Young Steve Coutts presented a petition signed by 170 of his peers, respectfully requesting recreation status for Hope. The Stop-the-world Club could only counter with fear and loathing of all things mechanical or human that might impeach their baronial solitude. How many of them, I wonder, would be willing to pay money, as we have, for the privilege of pursuing their pasttime? Isn't it about time that hikers were registered by the state, and fees apportioned to spare the average citizen from underwriting their arrogant greed?

One of the outstanding cultural/scenic/environmental/whatever values worth preserving with park status at Hope.



FREE WHEELING

Listening to the parade of Liberty Canyon ex-urbanites testify at the Hope Ranch hearing, I caught this one message loud and clear: "You ORV people have all the rights in the world, as long as you don't try to move into my neighborhood." I wonder if the black members of the Parks & Recreation staff were catching the same familiar tune, as one after the other, the stylish hip affluent whites called up the image of poor inner-city kids with no place to play in order to ensure that no dirty bikers would move in next to their $60,000 houses. Need I comment further?

If any good came out of the lost-Hope hearing, it is that the bikers who took time off to attend got to see, once and for all, the true character of the opposition. They do their homework while we play, they don't quit, and they'll do anything, no matter how base, to get their way.

Now what? Do we have to learn to play dirty politics, too? Maybe not yet. The commission, on the same lengthy agenda, voted unanimously to give recreation status to the newly-acquired Simi-Valley Project (renamed Happy Camp Recreation Area). That means at the very least, they may entertain some notion of motorized access and/or designated bike trails during the detail planning of how the parcel (located between Moorpark and Simi) will be used.

More hopeful yet is the news that the state is zeroing in on choosing the Hungry Valley area (near Gorman) as a Green Stickie Park and even asked for CN's help in inspecting the area. There's a future story in that.

But more than ever, while there's still time to counter dirty tricks with truth and plain hard work, we need to really discover the meaning of the word "activist". It took willing manpower to do the things our opponents did — knocking on doors, turning out ad hoc "homeowners associations" on cue, setting up slide shows and lining up "experts" to testify. We delude ourselves if we think we can't turn out a counter-effort.

It boils down to learning the ropes and playing the game better, cleaner, more effectively than the opposition. We can do that, or we can accept the second-class citizenship they've tried to confer on us — and stew until our own Watts boils over.

By Lane Campbell

HAPPENINGS

NorCal Enduro Flash

CERA has learned that the U.S. Foresters in the Georgetown area will consider allowing wet-season enduros IF (big if) the Mace Mill Road can be improved up to the campground. Write California Assemblymen Eugene Chappie (State Capitol, Rm. 5158, Sacramento, CA. 95814) or John R. Garamindi (218 W. Pine St., Lodi, CA. 95240) and express your concern. With a good-size nudge from riders, it just might be done.

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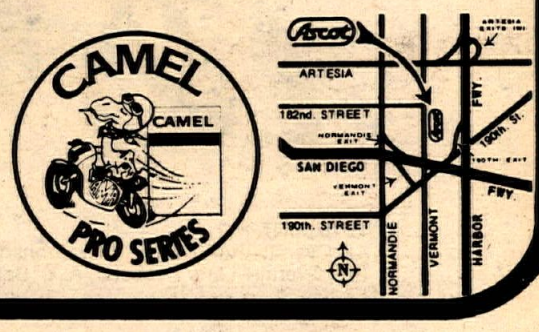

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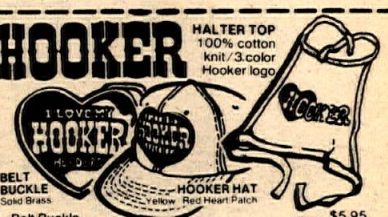

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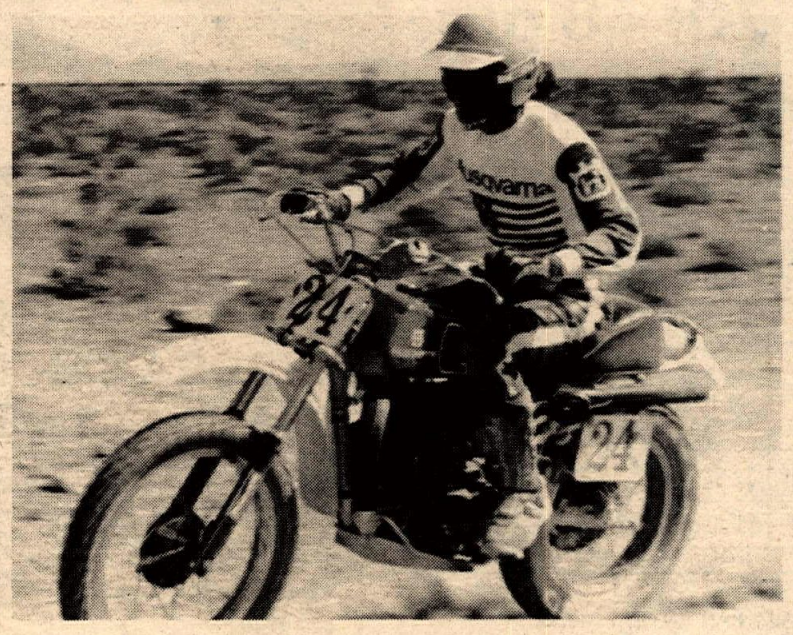
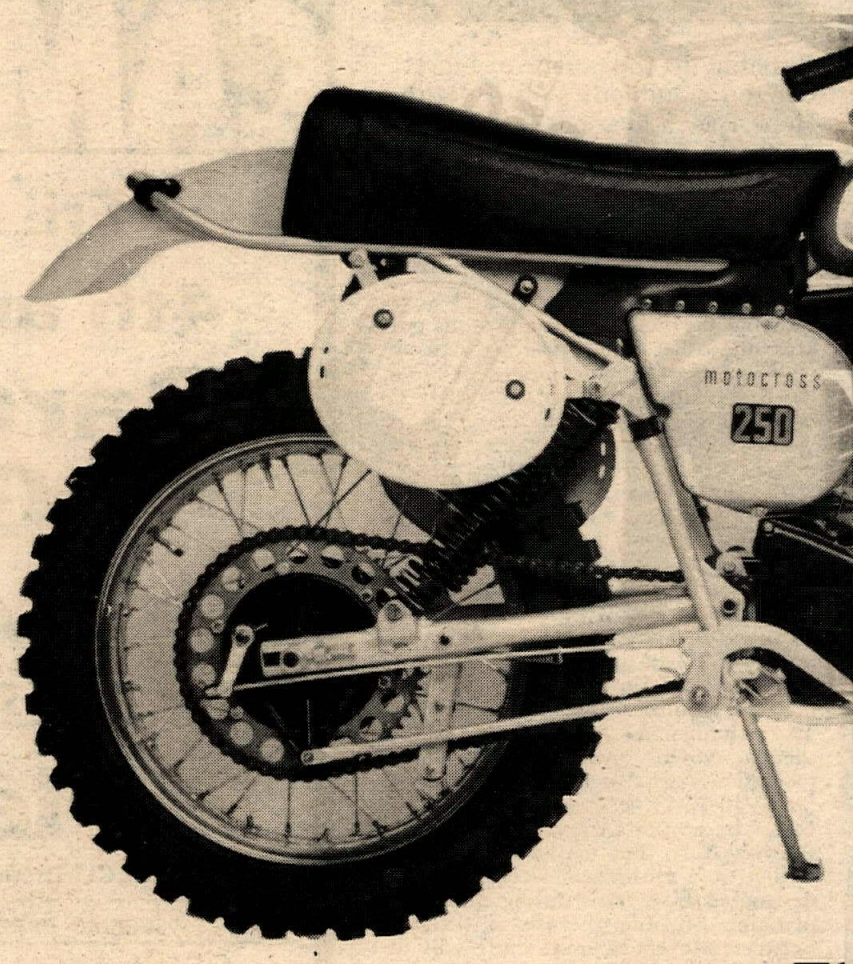
1st 250 Class—Jack Johnson/Scott Harden—Husqvarna 250CR
2nd 250 Class—Andy Kirker/Keith Dysert—Husqvarna 250CR



1976 MINT 400
1st Overall—Rolf Tibblin/Jack Johnson—Husqvarna 360CR
2nd Overall—Larry Roeseler/A. C. Bakken—Husqvarna 360CR

1976 500cc National MX Championship
Kent Howerton currently leads this series placing first overall in the two opening races at Mexico, NY. and Axton, VA. His bike—Husqvarna 360CR.



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Heikki Mikkola—the Flying Finn, has dominated the 250cc World's Championship of Motocross on his Husqvarna 250CR. When Heikki clinches this title, he'll become only the second man in history to win World Championships in both the 500 and 250cc classes. Rolf Tibblin is currently the only man to accomplish this feat. (Guess what brand of bike he rode).

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Art Kenner—18 years old, from McDonald, Ohio, has finished first in the 250 class in the District 12 AMA National Amateur Series aboard his Husqvarna 250CR. Sponsored by Husqvarna of Girard, Ohio, Art will be moving on to the regionals for a shot at the National Amateur Title.

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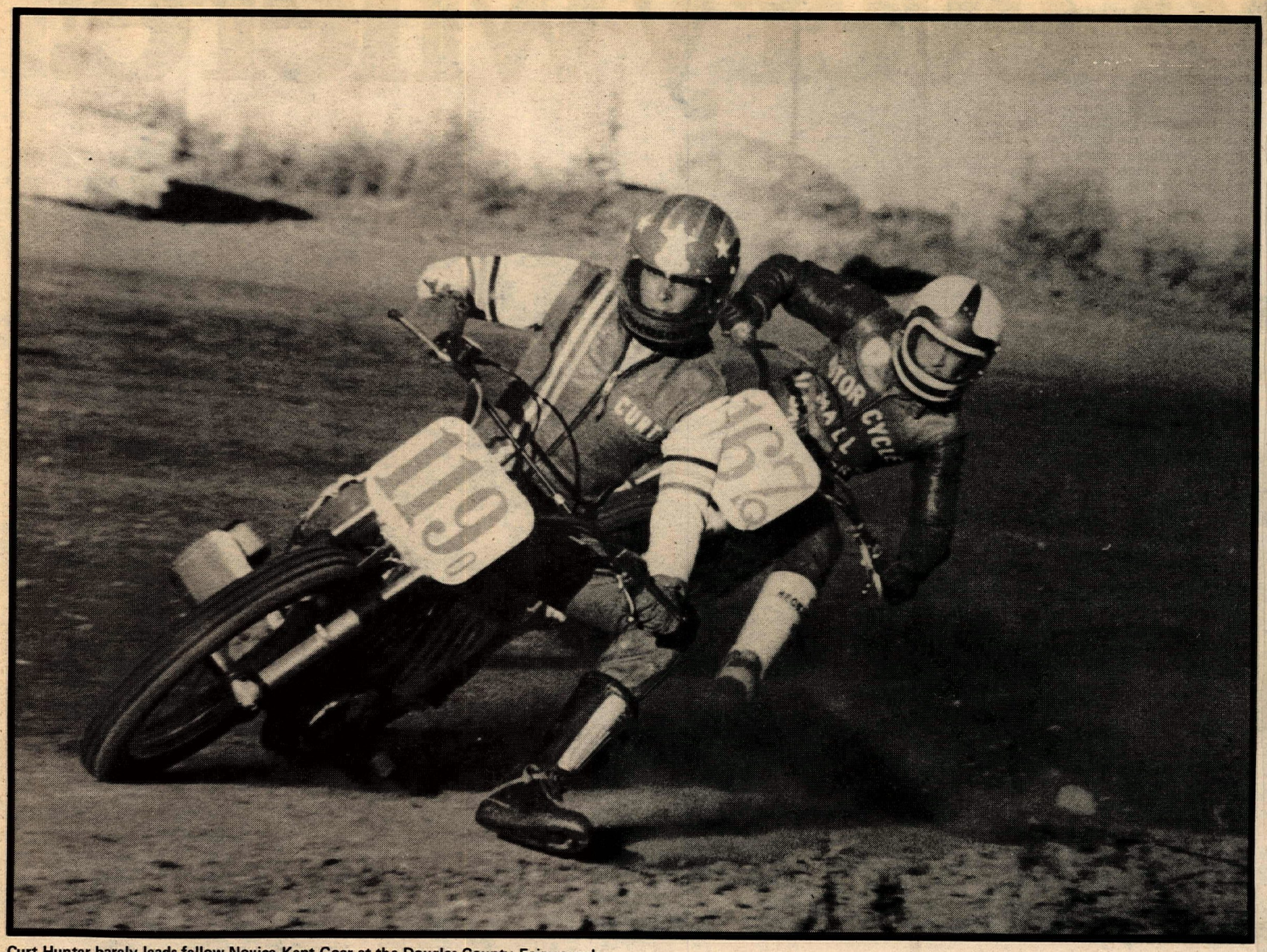

Curt Hunter barely leads fellow Novice Kent Goar at the Douglas County Fairgrounds.

The unsinkable Charlie Brown.

PHOTOS BY LYNNE DILTZ

Douglas County Pro Half-Miler

By Lynne Diltz

ROSEBURG, ORE., JUNE 24

The summer program of professional racing finally got underway, after a May 30 rainout that came near to wiping out the hosts, Cross Country Riders. This Thursday night race was the first in a weekend series of three (Half-Mile, Sidewinders, Castle Rock) that put some $6500 in the pockets of Pro riders.

There's a tall wall surrounding the half-mile and a couple of riders just had to investigate. Junior Randy Hinsz splattered a section by the back gate requiring ambulance service and stitches. Another rider in the Expert division hit neutral after the checkered flag and took out one whole section of wall but walked away from it all. He shall remain nameless. David Yost also splattered the wall, and was unhurt.

Eddie Lawson from Ontario, California flat cleaned house in the Novice division with wins in his heat, TD and Main. Oregon's Kent Goar with a heat win, TD third and second in the Main, received second place money. Chet Campbell and Dave Mazour provided side by side action in their heat, with Mazour coming out ahead by a narrow margin. Mazour went on to a fifth in the Main but Campbell had problems.

Top Junior money went back to Vancouver, Washington with Dean Sykes. He made a clean sweep of heat, TD and Main.

Expert Bill Oliver turned fast time for a 21.98 on the dirt track and finished third in the Expert Main. Randy Skiver took over first from Charlie Brown when Brown mistook the half-way signal for a white flag. Charlie slacked off after what he thought was the checkered lap, losing five places and regaining all but that first one. ●

Results in Results Section.

Sunny Valley TT

By Lynne Diltz

SUNNY VALLEY, ORE., JUNE 27

California riders, for the second time in a row, went home with the lion's share of trophies from Southern Oregon's Sunny Valley Speedway TT. It was a day of upsets starting off with Mini rider Jeff Miller, who missed a turn during the line-up lap, found a ditch and had to be taken to a hospital for some 22 stitches in his leg. The first wave of 125s had Carl Hibbard wrecking and Cecil Arispe going off turn one, plowing up weeds. Pat Conway didn't even make the start of the 250 heats – he stacked it up coming out of the pits. Kevin Gudzan got disgusted after picking it up a couple of times; finally sat in the center, shaking his head.

Starter Wes Word started shaking *his*

head before the 200 A Main was over. Troy Duncan dumped it on the right-hander and the race was red-flagged while Duncan and bike were carried off. The second start had two riders all over each other in turn two, just before the "go" line, calling for an automatic restart. On attempt number three, one rider downed it in turn one; the race continued and Ken Copeland dropped his bike on the right-hander, injuring his ankle. Earl Austin went on to win that race; out of 11 riders, only six finished.

Ray Dugan and Jeff Cook had a running battle every time they were on the track together in both 125 and 250 classes. No one was sure who would win the 250 A Main until Dugan lost control on the tight second turn. He got going, only to drop it down again in the right-hander. His bike was being pushed off and as Dugan walked off the edge of the track toward the pits, both feet went out from under him and he fell down. What a finish! He made up for it by winning the Money Race. ●

C.M.C. TT at West Capital Raceway

By Ed Wallace

WEST SACRAMENTO, CAL., JULY 2
Roseville's Alan Padjen was missing from the trophy presentation when his 125 Suzuki engine froze up, sending the 14 year old rider over the bars onto the ground. Padjen suffered a badly sprained back, but is expected to be back in competition on the West Capital Raceway's half-mile twisting course soon.

Frank Escobar of Sacramento won the Old Timers Main over Scott Gerhardt and Gary Fontaine of Carmichael. ●

Results in Results Section.

Speedway Central

HANFORD, CAL., JUNE 25
Hanford riders proved that a full moon isn't required to have a really weird night of racing. The first turn of the first lap of the first race provided a spectacular pile of riders and machinery, which, fortunately, didn't break any necks, but was a preview of coming attractions.

The Handicap heat racing was marred with restarts and crunches but finally the transferring riders were sorted out. At Main Event time, last week's winner Tom Ferris faced the usual hot dogs Jack Martin and Grant Salyers, plus a regular spoiler, Mark Smith and two surprisingly improved new riders: Mark Tracy and Jeff Peltier. Tracy got the holeshot, and held off the entire field for three laps until he lost it in turn three. The whole field swept by with Jack Martin in for the win followed by Salyers and Ferris.

Juniors were also plagued with a series of crashes and after the spokes were sorted out Ed Wilson emerged as high point man after a run off with Louis Kossuth whose foul-running bike got him in trouble several times.

In challenger racing Dave Baker again outlasted the crash and burn bunch for his third win of the season.

Scratch racing was a little more civilized. The new fearsome threesome of Tom Morley, Louis Lindwall and Tom Ferris were on hand to lay it on Jack Martin. It was a classic speedway event as it was anybody's race until lap three. At that point Ferris and Martin broke from the pack and it was wheel to wheel until Ferris didn't get quite the drive he needed out of turn two and Martin edged him on the outside. Ferris stayed on the pole, but Martin had too much speed by then and he took it by a length. ●

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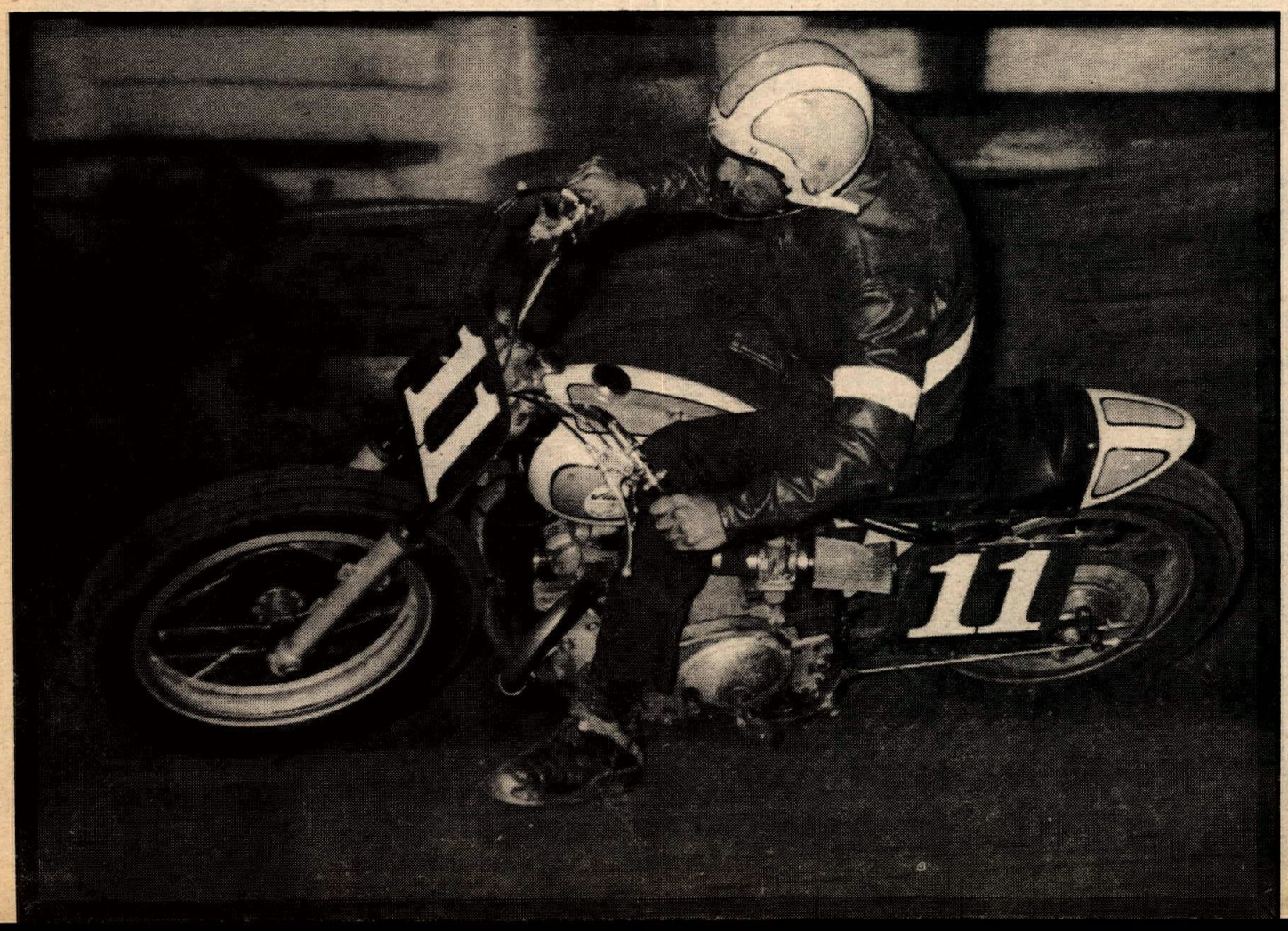
PHOTOS BY FELIX ADAMO

Heads-up racing (above) as Lee Pritchard (65y) leads the Visalia 125 Jr. charge. (Below) Ol' man Carroll Jackson shows 'em how.



Visalia TT

By Cosmic Cat & Co.

VISALIA, CAL., JUNE 26

Lee Pritchard (Yam) is the man to reckon with nowadays in the 125cc Junior events. The Riverdale rider recently has been bagging first place quite frequently, with tonight being no exception. Pritchard followed Brett Butterfield (Yam) the first lap, but leaving turn one of lap two, Pritchard took charge. Mike Ragan (Suz) battled with Butterfield for second. That duel ended with Ragan sliding out on lap four giving Butterfield second and Tim Pritchard (Yam) third.

Logan Glover (Yam) took a comfortable win in the Mini Junior with a come-from-behind charge that looked almost effortless for the Bakersfield hot-foot. Following Glover were Vic Williamson (Yam) and Chad Bettencourt (Yam).

Scott Crude (Yam) took the 100cc Junior Main after a five lap battle with a very determined Richard Sing (Suz). Sing took second from Shannon Amaral (Suz) on lap two and from there on stayed with Crude, matching the leader's every move. Last lap tries for the lead failed and Crude took the win by a very slim margin. The fight for third was just as close with Mike Garrison (Yam) edging out Amaral

Being persistent paid off with a 500cc Expert win for Kenny Welch (Suz). Welch trailed early leader Mike King (Suz) for three and a half laps with King closing the door every time Welch tried to pass. Not easily discouraged, Welch kept pressuring and snatched the lead on lap four. ●

Results in Results Section.

Spence racks'em

By Ann Carr

LODI, CAL., JUNE 25

Dennis Spence of Los Gatos moved into a commanding position for top honors in D-36 and for top money over the Lodi high point season tonight by racking the 500 Experts for the fifth time in seven races. Dennis has been known for his good starting techniques but this evening he was forced to ride hard on a slick, dusty groove. Martinez youngster Dallas Davis grabbed second over Steve Brandt and Dennis Huff (Denny rode an experimental groove track frame designed by Ken Roberts). Ken also showed tonight to spectate before returning to Columbus for the National.

In Novice action Lodi's Fred Winters insured his Junior points tonight as he took the Ron Heath Hondas to victories in the 100 and 200 Mains. The 100 was torn down tonight and also declared legal so that hassle is over for a while.

Lodi Vice President Jim Laughlin was forced to get off the line three times in the 500 Novice feature as someone in the tree turn kept waving the red flag every time someone fell off, but Jim was able to sustain his drive and went on to win. ●

A night of firsts at Pioneer

By Ann Carr

OAKDALE, CAL., JUNE 26

This evening was a night for firsts as the short track season progressed with a fine cushion. Lap times in the Expert ranks dropped a full second and racing was keen.

New mini racer Mark Key of Stockton took his first Main after finishing second on several occasions. No easy task for Mark beat out the

hottest rider in the class, Scott Rose of Lathrop. Also in the 80 ranks – Juniors this time – rough track ace Scott Nugent of Modesto took his first short track win ahead of Turlock's Larry Dunnagan.

For the women's libbers a first tonight also as Debby Rocha of Escalon finally put it all together for the first win by a gal at this track this season and maybe ever. Debby held off Stockton's Rick Rose for the 200 Novice win in a pressure packed event.

National rider Alex Jorgensen became the first Expert to win two Mains in the 250 ranks while Stockton's Carl Yerby became the fourth winner in as many races in the 360 class. Alex was pressured hard by Dave Faria who tried to slip under on the concession turn but didn't get quite enough drive. Both riders were under the 16 second bracket. Yerby meanwhile battled with Dennis Huff's Bul and Danny Mills ●

Spillway Park MX

By Bill Morley

SANTA MARIA, CAL., JUNE 27

It seemed that the water wagon was on the track more than the racers. At almost every turn, friends with pails of water were throwing cups full as the boys went by to try to keep them a little cool. As usual the water missed them most of the time, but they had a lot of fun trying. However, there was a good crowd present and the Girl Watchers had a field day.

I think a few words of appreciation are in order for the fine ambulance crews. Jack (Doc) Fuller and his wife Nancy, also Ray Marshall are all doing a wonderful job. They are constantly on the alert, and get to the spot of need immediately. *We like you.*

All the friends of Bob and Sharon Griswald wish them the very best on their new arrival, a baby boy, *'Casey'*. We should be seeing Bob back in action in the Expert Opens soon.

The thriller race came in the last moto in the 250 Expert class. Bill McElmurray took the lead, closely followed by Alan Griswold. They pulled away from the pack and passed and repassed each other at least five times. In the last lap Bill went a little wide on a turn, and Alan grabbed the lead for the win. A good one. ●

Dale Bernards twice at Asbury

By Chuck Iken

ALBANY, ORE., JUNE 23

Dale Bernards (Yam) of Salem, Oregon was hot on the throttle tonight in both of his classes, the 100 Junior and Open, taking first in each class. Brother Gary Bernards scored a second in the 250 class.

Craig Lambert (Yam) had a good race going with John Buyas (Yam) in the Expert Mini class. In the second moto John had gotten behind and was turning some pretty mean and fast laps on this small tight course. Just in front of the high jump on the front straightaway he crashed hard, tearing off his gas tank and bending his bars but was up and not seriously hurt, only disgusted with himself.

Also scoring a double win tonight was Mike McCormick (Yam) of Corvallis, Oregon; in both the 100 and 125 Expert classes. In the final 125 moto, his last race of the evening, Mike got the holeshot off the line and started to stretch his lead when all of a sudden his strength and endurance seemed to start fading. But he stayed cool, controlling the inside line and not making any mistakes as Suzuki-mounted Mike Cannon pressured him during the final half of the race. ●

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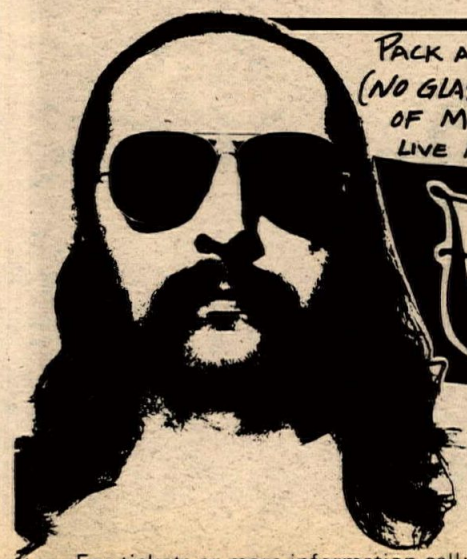

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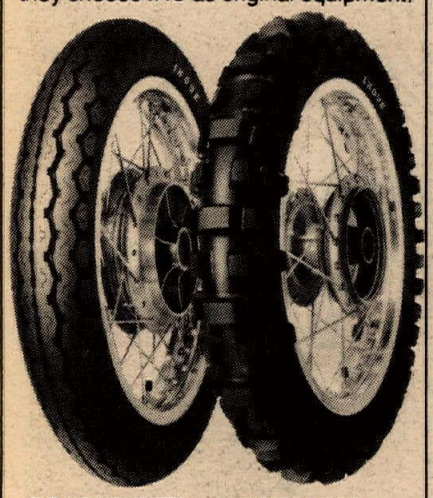

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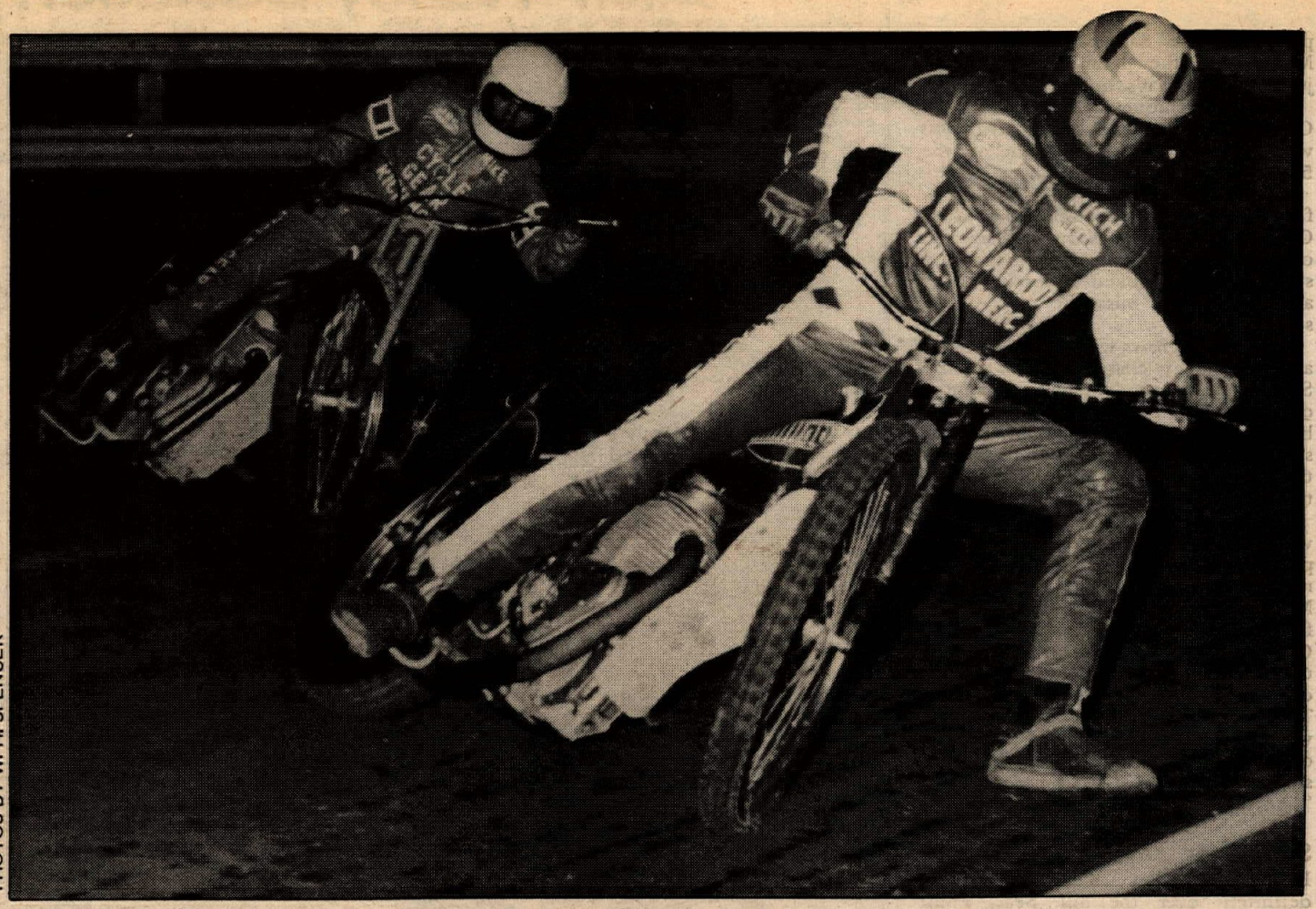

PHOTOS BY W. H. SPENCER

Rollin' Rich, 4 for 6 in NorCal Speedway, towing Mike Faria, background.

Lil' Ghost Lance King needs little coaching. He's had plenty of practice.

Speedway Week North: MacMurray four for six

By W. H. Spencer

Cal-Expo, June 25

With over 40 riders ready for bear at the place that started the NorCal speedway operation, the racing was bound to be tough but the track proved to be the toughest part of the operation. The first Handicap heats put a stop to MacMurray's effort when he shut it down in the first corner with a wall of dust in front of him. The racing was held up until the sun disappeared. Once it did, the water in the ground reappeared and the rest of the night went with only minor difficulties.

Charlie Morse beat out Greg Ferguson in the first heat while Jerry Baugh held off Dennis "Choo-choo" Robinson in the second. Orlandi inspected the track before the third event and found the right line, the very spectacular outside. He took home some back yard money for that win while things settled down in the fourth with Mike Faria winning over Cliff Ball and Ron McGill. Track conditions were such that the man up front had the best chance and it was a fast John Cook who took the Main over Robinson and Orlandi.

Barclay Trehal returned to the racing scene with some style winning his Scratch heat and then losing the Semi by inches to Orlandi who is definitely the crowd's favorite. Barclay came back in the Main to hold off Looney Mike Rooney for the bigee.

Mike Cannon took the nod in the Division II Main after a nasty heat crash and a sore shoulder. He got help from the trophy girl for his efforts. All that and a great sandwich from Farrell's Ice Cream people.

Lance King and his newest toy were the easy victors of the Junior Main with Sam Bast second over Steve Lucero.

San Jose, June 26

The North's largest track is now the

place to race Saturday nights. Rich MacMurray, the defending champion, just smiles and says, bring-em on.

Back yard money was plentiful with Choo-choo Robinson winning off the 40 while MacMurray did the same off the 50.

Charlie Morse put it on the big boys for the first Semi. Faria took along Dave Cooper and Duane Yarrow from the other Semi. Ken Eggers crashed and suffered three broken bones in his leg and will likely miss the rest of the season.

Division II grows with the addition of about as many class "C" guys as new Speedway troops. The antics are the craziest with the "C" riders getting booed for not riding like sideways, but still winning. Tony Alves, just his third time out, won the Main. Definitely on the gas.

MacMurray continued his winning ways in the first Scratch heat. No problem for the Main with the Reno racer in full control. In the Handicap Main he came off the 50 set up for the first corner under Faria and Robinson. Coming down the back straight, he set up for an underneath shot and was in complete control by the finish line. Three Handicap rides, three wins, all with back yardage. A win in the Match over Robinson and the tune of $250 sings as sweetly as Howard Keil in "Showboat."

Sears Point, June 27

Happy Birthday Bill, 35 today, definitely over the hill. Sears Point Raceway's Bill Benck called the riders meeting to order with most knowing full well the meaning. Sears Point would run its last Sunday show for awhile. Just not enough warm, paying bodies.

With assistance from Dave Murrell today, the track was just what it should have been. A rather wet, slightly deep cushion and it was really sideways time racing. If it hadn't been over 100 degrees without benefit of shade, it would have been a neato day.

It went quickly with MacMurray doing the double win one more time, being chased home twice by Mike Faria. Jerry Bowers won his first race in some time, the Scratch Consolation. Team Crackpot Dave Cooper took the Handicap Consolation over Ronny Long and Sam Vanderhoof.

Rusty Davis berserked his way around for the Division II win over Rick Shafer and the class "C" types still seem to have it their way. ●

Bailey makes it

By W. H. Spencer

FREMONT, CAL., JUNE 23

Don Bailey and his Boss-framed Yamaha now have eight straight wins in about five races. Bailey once again won both the 250 and 360 Expert Mains with Delacy tagging along for the two seconds. The Sonny Kenyon Cycles' team scored thirds in both Mains with Al Kenyon riding brother Mike's 250 Astro in the little class and new Expert Eddie Gonzales surprising most bystanders in the 360 Expert Main.

The biggee in the mini class is the 100 Expert with a full field of 12. Doug Chandler is still the one to beat while Tony Deatherage has troubles sorting out a new Boss-framed Hodaka. Torrey Arguello took second over Marvin Lewis.

In the second round of quarter-finals, Fremont Honda racers Errol Longboya and Bernd Koegler squared off for their shot at the SK Cycles $500. Longboya had the edge all the way and will meet Fremont's Chris Paulson next month in the semi-finals.

Mark Eslinger took the 360 Novice win despite a hard charge by Jody Emery on the Dave Hansen Husky. Jerry Cerro peeks around the Expert corner with a win over John Hegarty and the lead in the 360 Junior class. ●

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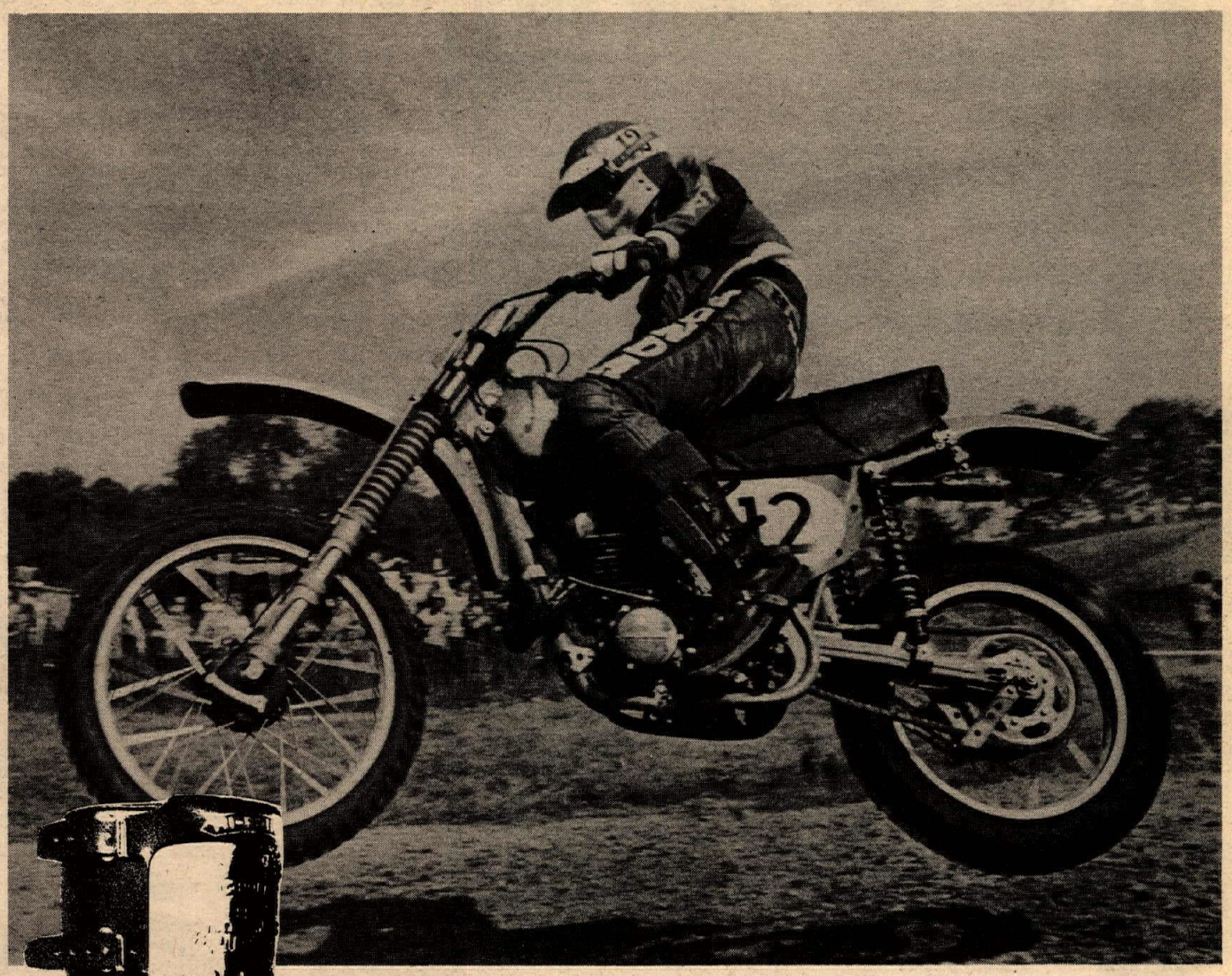

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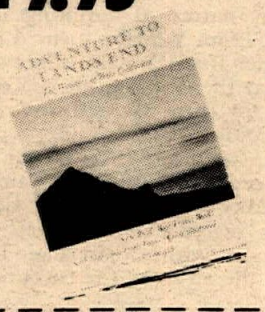

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Magnum Force

People tend to misunderstand factory racing machines, and they do so in a variety of ways.

First, there's the would-be professional rider. He, as often as not, thinks that factory prototypes were designed in heaven by The Great MXer in the Sky. To him, the bikes appear near perfect and seem to be the ultimate means of carrying riders (who are probably not really much better than he is) through 45-minutes of ecstacy and into the winner's circle.

Sounds funny when you put it down in print but strangely enough, that particular fantasy is one that's vigorously supported by the agencies that advertise the production models of their particular brand. They'd like very much for you to think that by purchasing their bike you too will be a winner.

By making that comparison, we're brought to another attitude, the "we sell what we race" claims from manufacturers. Again, it's a bunch of B.S. from the ad men, but you'd be surprised how many knowledgeable factory team employees become outraged when someone questions its validity. Nobody actually sells what they race, although their next year's product usually bears some resemblance to it. In fact, it's the factory's experimentation that makes the consumer's bike as good as it is.

Factory racers are nothing more than test beds for ideas that seem great in theory. Engineers come up with thousands of absolutely brilliant schemes on how to achieve optimum handling and power characteristics. Some of those ideas make it into blueprint form, and some of the blueprints actually become experimental parts.

Then the unproven parts, or in some cases complete cycles, are handed to the racing team. The tuners and riders are expected to do two things with these parts. They're supposed to prove that the engineers were right (even when they're sometimes not), and they 're supposed to look good in front of the public (win) so that everyone will rush out and by the production model. When you think about it, that's a hell of a job.

Things don't always go well, as we all know from watching races. But, win or lose, reports have to go back to the factory where corrections can be made. Or oftentimes the tuner himself does the work or finds a vendor to fabricate the improved part. It's a year-long trial and error program, backed by some of the best riders and mechanics in the world, that eventually either proves or disproves the engineers' original concepts. The amount of money spent is staggering.

What do they get in return? If things worked as hoped, they get some good P.R., and their knowledge of how to build your next bike is improved.

What do you get in return? For virtually zero investment, you get a motorcycle that's NOT like those unproven prototypes. You get the polished final result of a full year's effort to produce the best bike available. Next time you're in the pits, don't forget to say thanks to the guys who made it happen.

Honda

The newest, most radical, most mysterious and certainly the reddest bike in the pits is Honda's new RC400. At least, they think it's an RC400 -- nobody seemed to know much about it, whether through choice (when a press person approached) or the actual lack of information.

It's undeniably red. The entire motor; cases, cylinder and head are covered with crimson heat resistant paint. It was, they admitted, more for shock effect than practicality. But that doesn't matter. Within two weeks every privateer Honda will have a red motor.

"I've heard 480cc, 450cc and 400cc," Pierre Karsmakers replied when we asked the actual displacement, "So, it's somewhere between 400 and 480. I'd tell you if I knew."

The entirely new and different cycle features completely new EVERYTHING. One of its tricker traits is in the timing cover. Timing can be set without removing the side cover; the cover itself is rotated.

The forks use external springs with preload adjusters similar to those used on standard rear shocks. Pierre uses a special set of long Koni shocks with remote accumulators on his bike. The standard Honda units have built-in accumulators. Suspension travel specs were not available, but it's the longest looking set-up on the National circuit.

Suzuki

"We think they're like the ones they're using in Europe," Saku, Suzuki's Team Manager responded to the question, "but we don't know for sure."

"What's new on them?" we wondered, "they don't look much different."

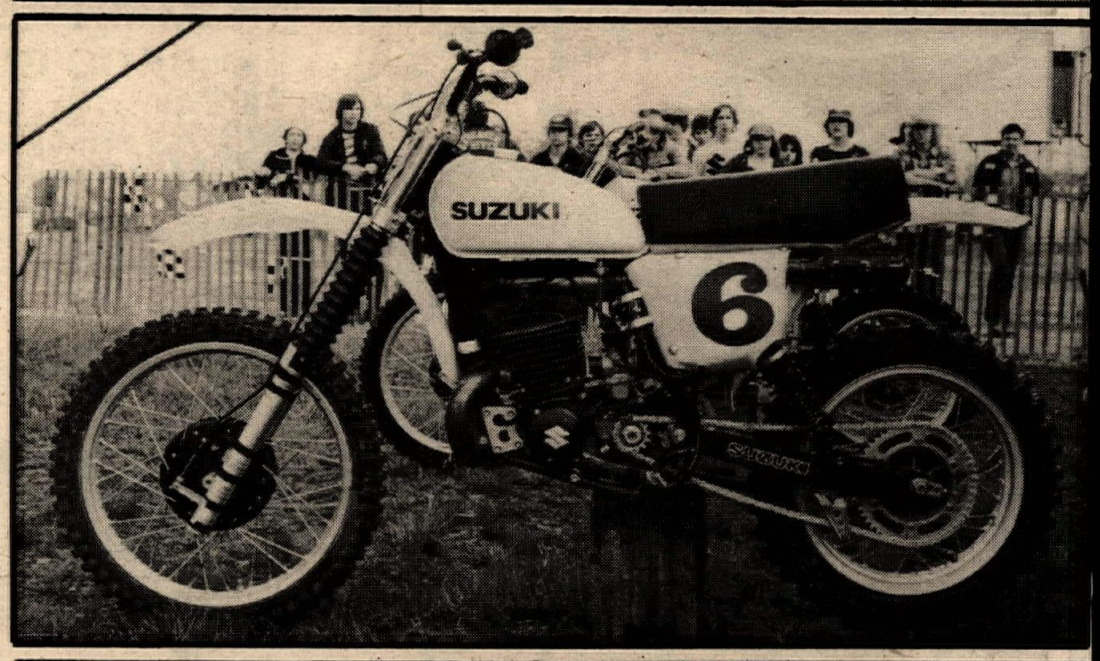
"New rubber boots," Saku said, referring to the new fork boots, but that's all the inscrutable TM would say.

Looks and grins from others in the Suzuki pits strongly suggested that neither Saku nor anyone else who knew was at liberty to discuss the innards of the new RN370s.

Following practice, however, all the fork legs were changed back to the older, proven units. One set had failed; rumor had it that a circlip had come loose and jammed the works, so all were changed for the race.

The big Suzukis actually displace 372cc, and judging from the way they snapped Tony D's arms straight coming out of the turns, they're snappy devils.

The new fork tubes have fairly soft internal springs plus air. Balancing the two seems to be Suzuki's answer to ideal progressive suspension. The rear units are Kayaba.



Yamaha

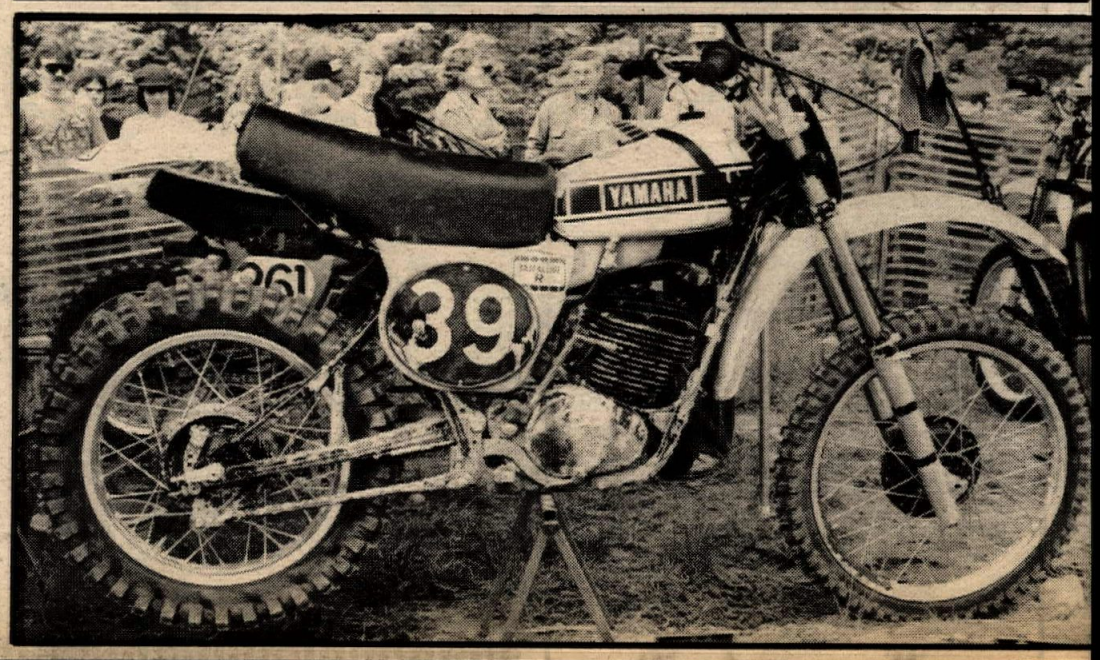
In refreshing contrast to the secretive makes-ya-feel-like-a-spy nature of inquiring about the Suzukis and Hondas, Team Yamaha seemed happy to discuss the bikes. Either Bob Hannah's super tuner Bill Buchka didn't feel that there was an danger of spilling super factory secrets, or there weren't any. Secret or not, it's a very trick scooter.

Hannah's OW26 features a 396cc motor with an offset carburetor to accommodate the new airbox. The filter, similar to a Husky's is on the right side of the bike, and the carb is angled off to the left where it attaches to a rubber boot with a right angle bend in it directing it back into the air box. The carburetor itself is a 38mm Mikuni.

The Yamaha has more suspension travel on the rear than it does up front: 10 inches compared to 9 1/2. Thermostatically controlled valving in the monoshock theoretically keeps the damping rate constant even after the oil gets hot. The forks are Kayabas; springs, not air.

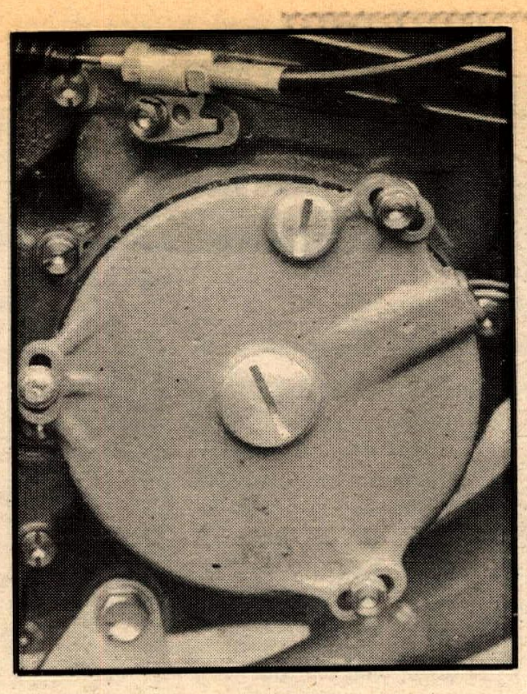
A larger flywheel than last year makes the motor more tractable while a new floating rear brake slows the machine more smoothly in the whoops.

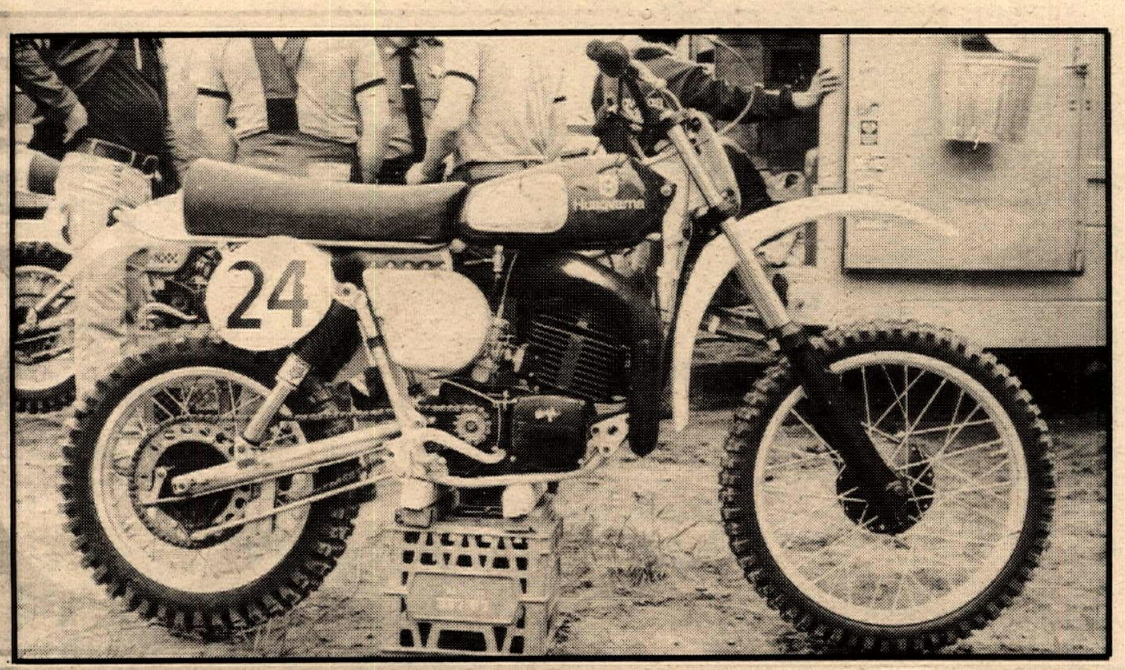
The frame, also new for '76, is chrome moly tubing that's neatly heli-arced together.

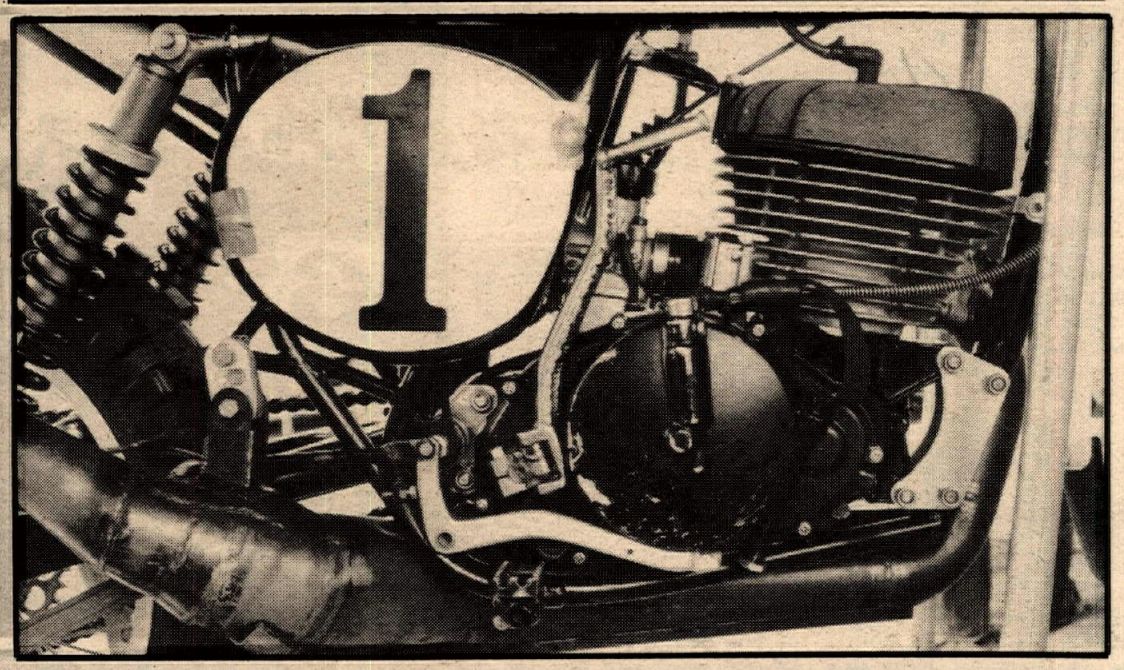


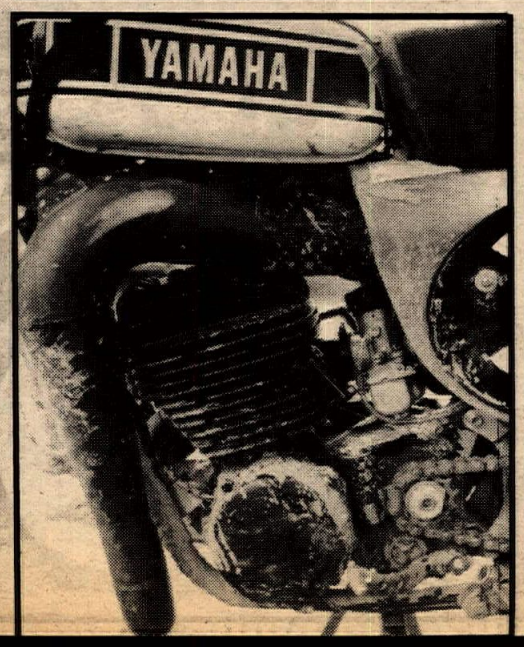
Big bore factory artillery lines up for the 1976 AMA 500cc National MX Series

By Charles Morey









Someday many of these bikes and ideas will see their way to the showroom floor. Not only do the Magnum Force works bikes have speed and power, but they also bristle with innovations like Honda's adjustable points cover (upper right) that allows the ignition to be fiddled without opening the bike up. Yamaha has an off-set carb that makes room for the aircleaner element. The factories keep on testing and in many cases it costs them a win or two to try untested parts, but it is done for you! Howerton has won the first two 500 Nationals on a basically stock Husky frame and engine. Perhaps that is one of his advantages. When he goes home to Texas to practice he has a spare bike that is as good as his race bike. The other riders must ride last year's works bike or this year's production bike for practice sessions. It's nice to know who's testing next year's bike for you.

Husqvarna

Brad Lackey's GP bike had Kent Howerton feeling a little jealous. Kent rides a factory bike, but it's not up-to-the-minute like Bad Brad's

Husqvarna's attitude toward moto-journalists is not exactly at a high point right now, understandable perhaps since they've had a recent bad experience which, they feel, hurt them. Checking out Lackey's bike was mostly a figure-it-out-for-yourself trip.

The motor, we understand, displaces 390cc. It's fed through what the Husky folks jokingly refer to as a "McBing" carburetor, actually a Mikuni rather than the Bing that comes on the stockers. A shortened reed valve housing directs the charge into the "almost 400cc" motor.

The front forks are the trick leading axle items like Kent has been using all year. They'll probably show up on the '77 production models. That's one thing about Husqvarna. You'll be able to buy Brad's bike long before you'll see Pierre's Honda or Tony D's Suzuki on your showroom floor.

Both Lackey and Howerton used those heavy duty looking Fox Shox on back. Lackey's swingarm had been reinforced with a support welded to the underside. Compared to the other works bikes, however, the Husky is remarkably close to stock.

Kawasaki

Like Buchka, Jimmy Weinert's tuner Steve Johnson seemed happy to point out his machine's features. The biggest improvement in the Kaws seemed to be a lower overall weight, down to 214 from last year's 228 pounds.

The chassis is the same thing they've run throughout the 250cc National series, and The Jammer has repeatedly raved about the good handling characteristics. Like Suzuki, Kawasaki is using a combination of lightweight internal springs and air pressure in the forks. The Kayaba shocks have remote accumulators, smaller than either Suzuki's or those on Pierre's Konis, and they're tucked out of the way inside the frame tubes behind the motor. . .a very sano system.

The 401cc Kawasaki motor, according to Steve, is basically the same as last year's Trans-AMA bike. It has, as he put it: "definitely enough power!"

Brace yourself

The bicentennial year looks like it'll be one of the hottest yet in American Motorcyclist Association 500cc National MX competition. At the first meet in Mexico, New York, none of the new super scooters had been around long enough to get the bugs worked out. Many of them had been received only a few days before the race.

The result? Suzuki, for example, changed back to proven parts after practice. Honda went through two of their three motors before the first National moto. There are, no doubt, other examples that we didn't notice.

The winner, Kent Howerton, rode his tried and proven Eric Crippa tuned Husky to an overall 2-1 win while Bob Hannah took one of super-wrench Bill Buchka's Winter-AMA proven OW26 Yamahas to a 1-2 second placing. Kent's win had been coming. You could see it in the weeks that preceded the Mexico race. Hannah, likewise, has just recently made his first strong showings in the larger than 125cc classes since the Winter-AMA win. He's hot, too. But what about Tony D, who's been winning a bit of everything lately? And Jammin' Jimmy, once he recovers from his knee injury? And Brad and Pierre, just back from the GPs? And how about Gary Semics who's hotter than we've seen him in a long while?

The 500cc series won't be a runaway. Once they polish the newness off those new big bore factory jobs, the riders will be out to make up for their slow start at Mexico. We won't miss it. Don't you. ●

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SPEEDWAY WEEK

Ventura, July 6
By Dennis Greene

Bobby Schwartz not only won the Handicap Main, but led his team to victory along with Sonny Nutter, each adding 12 points to the Sharks' triumph over the San Bernardino Sizzlers.

Ron Rose had been used by three different teams this season to replace injured riders. Tuesday night the Sharks used him to replace Scott Sivadge, who was out with the flu. Ron has picked up the nickname of "Ron Rent-a-Rider Rose!"

The Sizzlers, on the other hand, lead the League with the most replacement riders. They have not fielded the same team in ten weeks. Rick Farron was put in to replace Rod Sexton, who was put in when Larry Shaw was out, then was moved into Dennis Sigalos' spot when he was out, then Sexton took over for Fishback. In fact, Dean Forman is the only man on the Sizzlers' team who has not missed a night.

Even with all their trouble, the team effort is still there. Only six points were allowed to the Sharks, making the final score 42 to 36.

San Bernardino, July 7

The San Bernardino Sizzlers, still plagued by injuries, almost pulled out an upset at Inland Motorcycle Speedway, but when the final checkered flag dropped, it was the Los Angeles Sprockets scoring their third straight League victory, 42-36.

Led by the N.S.L.'s top two scorers, Mike Bast and Bruce Penhall, the Sprockets outscored the Sizzlers nine to three in the final two races to secure the win, and move their record to 12-9 in the league.

Bast, the current National champion, led the final charge for the Los Angeles squad, as Mike teamed with young Gene Woods to pick up four points to the Sizzlers' two markers from Mark Cherry, and the 33-33 deadlock was broken at 37-35.

In the five-lap Handicap Main, Tom Morley scored an upset, as the Topanga rider picked up the victory in his very first main event in division one. Morley also received some luck on his way to the win, as Penhall, who was by far the fastest rider in the feature, was running second when he slid out in the third turn. Dennis Sigalos had nowhere to go and laid down his machine. That then left Morley with a quarter of a lap lead.

Irwindale, July 8

Mike Bast and Bruce Penhall again led their team to victory over the Orange County Eagles, 45-33, as each picked up the maximum point total of 15. For Bast, it was his sixth maximum performance of the season at Irwindale, and Bast's home average is an incredible 14.38 points per meeting. For the one they call "Super Bruce," it was his fifth max effort on the Irwindale oval, and Penhall then went on to capture the Handicap Main from the 50-yard line.

Leading the scoring for the Eagles was Alan Christian with Woods and Bill Cody each collecting seven.

In the five-lap Handicap feature, Penhall, the obvious crowd favorite, had the spectators to their feet when he came from the 50 to pass the complete field within one lap. Placing second to Penhall in the feature was Christian followed by Jan Ballard, Bill Cody, and Robin Hood. Sprocket Craig Schaefer took Handicap Consolation with second going to Leo Black.

New Guinea rider Kevin MacDonald easily captured the second division Main, and showed that he should be ready to ride with the big boys in first division.

It all started when somebody said "Ooops!"

Costa Mesa, July 9
By Dennis Greene

Eagles are an endangered species; The Eagles of Orange County of the National Speedway League are in last place, losing at home to the Bakersfield Bandits. But then everyone loses to the Bandits.

The first four events looked like there might be some hope, with a two-point lead for the Eagles. The Bandits tied up the score in Event Five and took over the lead in the Sixth. The Eagles fought back, tieing up the score in Event Nine, holding on in Ten then saw victory go out the window when Steve Nutter and Bert Harkins got a clean sweep for the Bandits. Just to make sure, Jeff Sexton and Brian Short pulled off another clean sweep, moving the Bandits out in front by eight points.

Even though the Bandits had left them with no possible way to win, the Eagles came on strong in the final event, pulling off a sweep as Alan Christian took the win and Bill Cody second. Final score, Bandits 41, Eagles 37.

Mike Muntean led the Handicap half of the show, picking up the win in the Main over Alan Christian. Division Two honors went to Bryan Buffington III.

Bakersfield, July 10
By Dennis Greene

The fourth running of the Firecracker Derby was run one week late due to rider injuries. The top 16 riders in the National Speedway League were invited to compete. The current and three-time U.S. National Champ, Mike Bast, was on hand.

All championship events are run the same; each rider gets five rides in 20 events. Three points for the win, two for second, one for third and zero for fourth is how each race is scored. A perfect score, winning every event, was turned in by Mike Bast with 15 points.

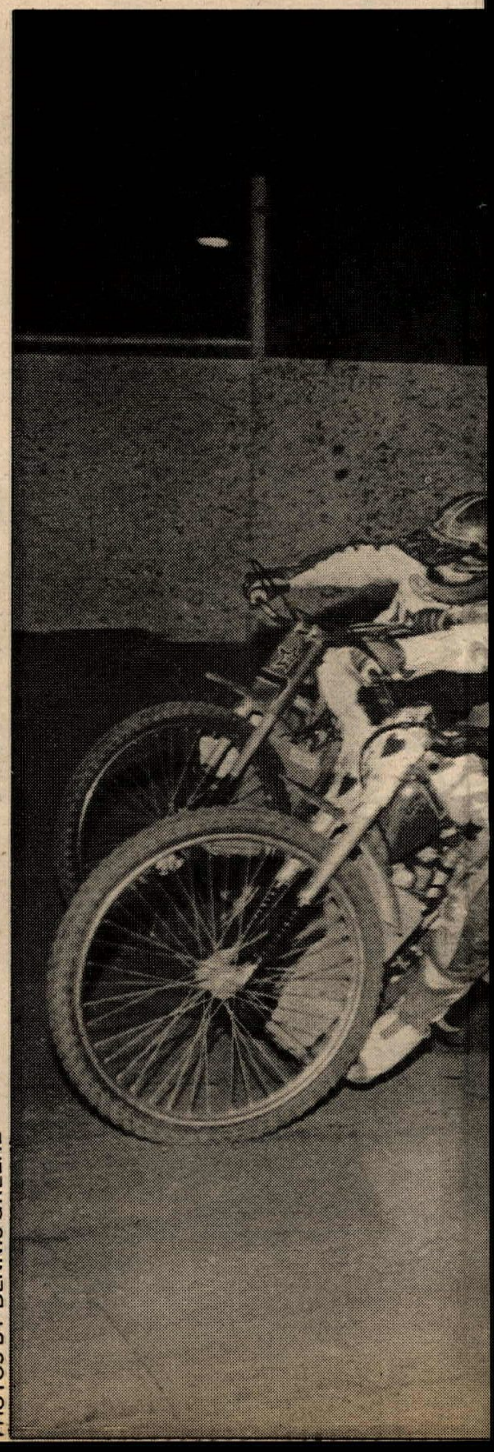
Bruce Penhall lost only one point all night and that was to Bast. Bruce took second with 14 points and Jeff Sexton was third with 11.

The Firecracker Derby was run as the second half of the show, replacing the usual Handicap program.

The Bandits of Bakersfield, still the League-leading team, did it again at home. The Ventura Sharks floundered after tieing up the score eight times only to lose the match by eight points, 43 to 35, to the Bandits.

Results in Results Section.

Mike Bast leads the wedge (Steve Columbo a
way to winning Bakersfield's Firecracker De



PHOTOS BY DENNIS GREENE

ne Woods trailing) on his
th a perfect 15.

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DEALER INQUIRIES WELCOMED

It's not a Superbike, but . . .

KAWASAKI KZ 750 SON OF SUPER

Sired by a KZ400 out of a KZ900 it looks like Momma, but has Daddy's fixtures

By Gino Sheridan

Having owned a number of Kawasaki "superbikes" from the lightening-fast 500cc triple to the more-powerful 750cc H2 and finally graduating to a monster 903cc Z1, perhaps does not make me an authority on Kawasaki's line of big-bore street machines; however, one cannot have experienced each of these without developing an understanding of their individual character. With this thought in mind, I attempted to embark upon a reasonable approach to testing the latest addition to the Kawasaki line, the KZ750.

Beginning with styling, the KZ750 is quite impressive to look at. Its striking deep metallic red paint with gold pinstriping makes it look properly expensive. From a distance, it could easily be mistaken for a KZ900. Its resemblance to the KZ900's massive construction reflects stability and roadability.

In the engine performance category, the bike exhibits an enormous amount of low-end torque. The perfectly-square bore and stroke (78mm x 78mm) engine has little trouble pulling its weight smoothly up from relatively-low speeds in the higher gears, making it ideal for shiftless around-town city driving. However, as one winds up the engine in the lower gears, its torque curve appears to drop off drastically, with a feeling somewhat like a slipping clutch at high engine speed. But above 60 mph, its bravado seems to surface while demonstrating much better throttle response.

Suspension and handling of this machine is quite impressive also, and it carries its 500-pound frame with ease. Cornering and braking at speed is probably its most redeeming quality and the typical mushiness of shock action exhibited by its predecessors is not to be found with the KZ750.

We found fuel conomy to be average with this size bike. Somewhere around 40 miles-per-gallon was registered with a combination of freeway and surface-street driving. The locking gas cap is definitely an endearing feature.

The seating position is comfortable for most average-sized riders and the seat itself opens up to allow easy access to air filter element, battery and small storage compartment.

The instrument cluster, consisting of tachometer, speedometer and the usual amount of warning lights and switches, is attractice and easy to read. A helmet locking device has been added to the handlebars, but is useless for carrying a helmet and can be removed with an allen wrench.

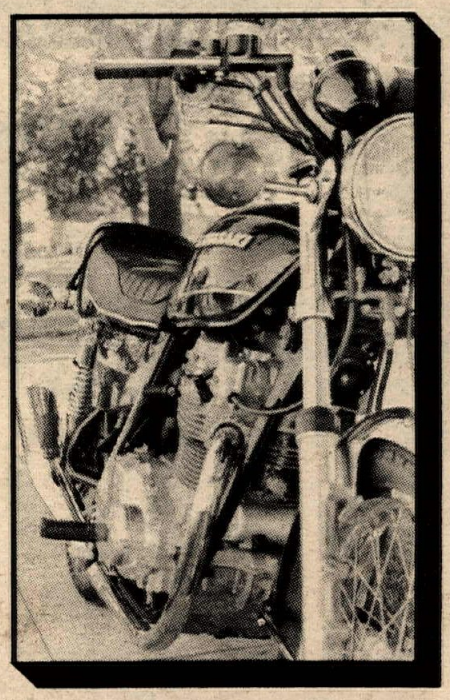
Braking is quick and efficient, with single disc both front and rear however, both brakes exhibited a constant and embarrassing squeal when applied.

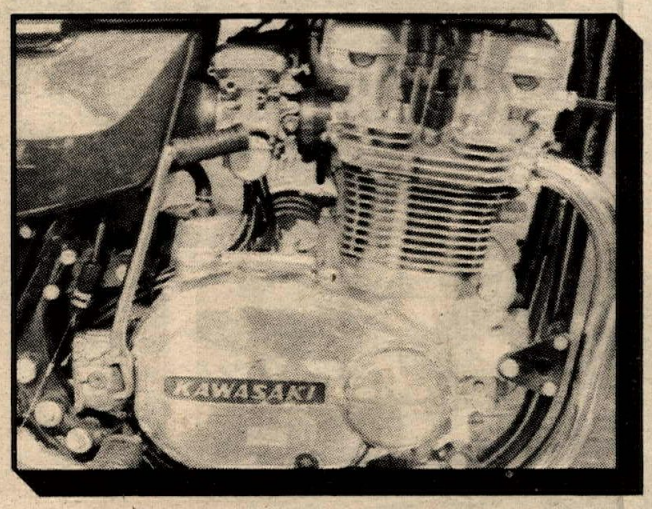
In general, the appearance of a big-bore twin brings to mind those famous British twins of yesterday — powerful, light and agile. And with a throaty exhaust note adding to the romanticism.

If it were these attributes that Kawasaki endeavored to bring to the motorcycle-buying public, they would perhaps have been more successful. What they have produced, however, is a high-torque, high-speed commuter bike, whose exhaust note is muffled only to accentuate the clatter of its internal workings.

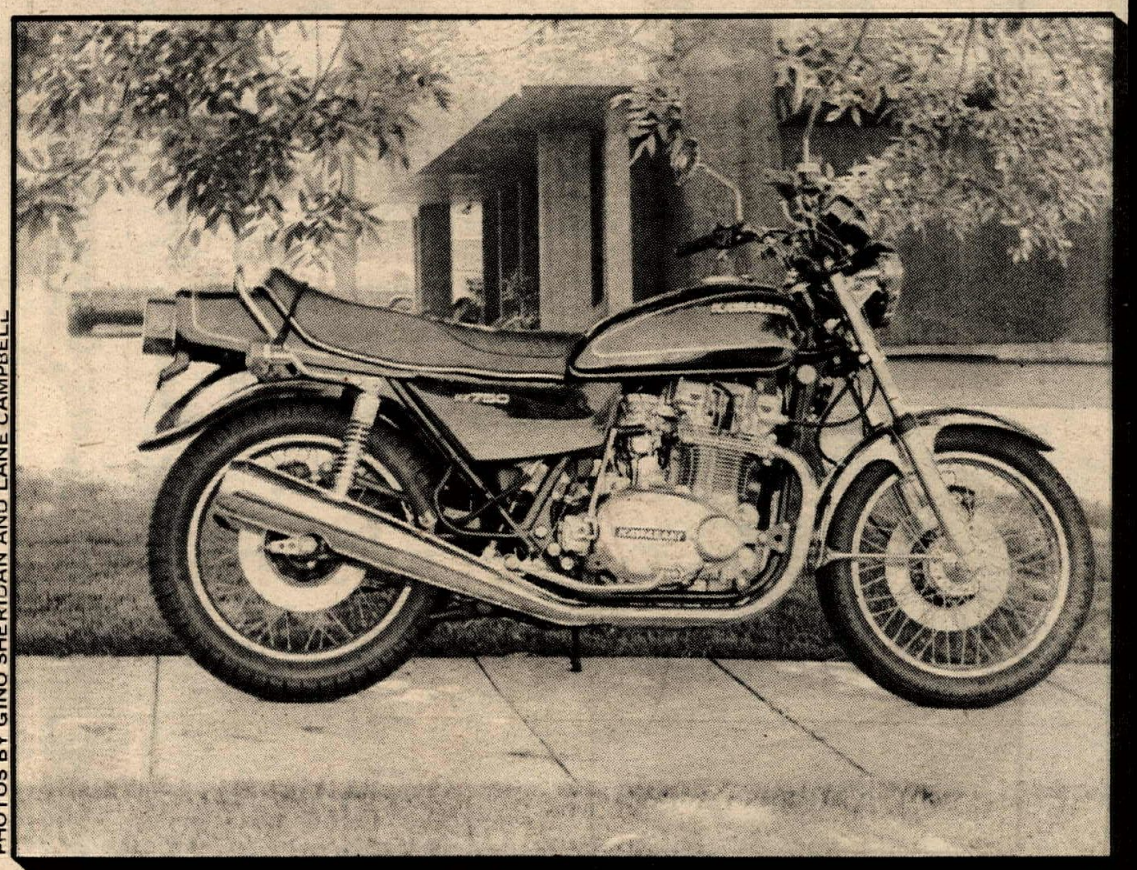
Basically, the KZ750 should be a performer. Its vertical twin cylinder big-bore design has proven its stamina and performance in racing for over three decades. And, the addition of twin overhead camshafts combined with huge bore and stroke should produce a much wider usable power curve. The KZ750 does just that — but quietly and conservatively; this being a trend among motorcycle manufacturers — to detune the superbikes. Unfortunately, this trend has taken away most of the thunder and appeal from big motorcycles. Perhaps this methodology is designed to increase reliability. Never-the-less, it has detracted from much of the character and glamour which brought us the "superbike" era.

Should we mourn the demise of the superbike? Perhaps not; for it is still within the power of each individual to make their own motorcycle a "superbike."





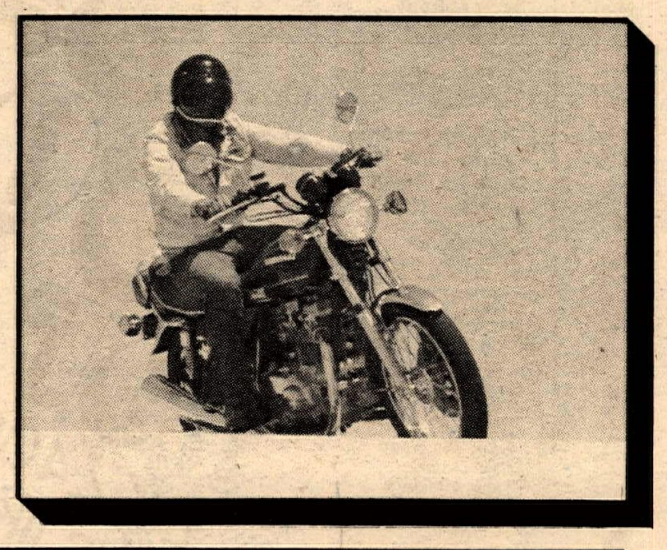
This page, details and overview of a handsome, if bulky, 750 Twin, fed by anemic CV carbs and muffled to the point of overkill.

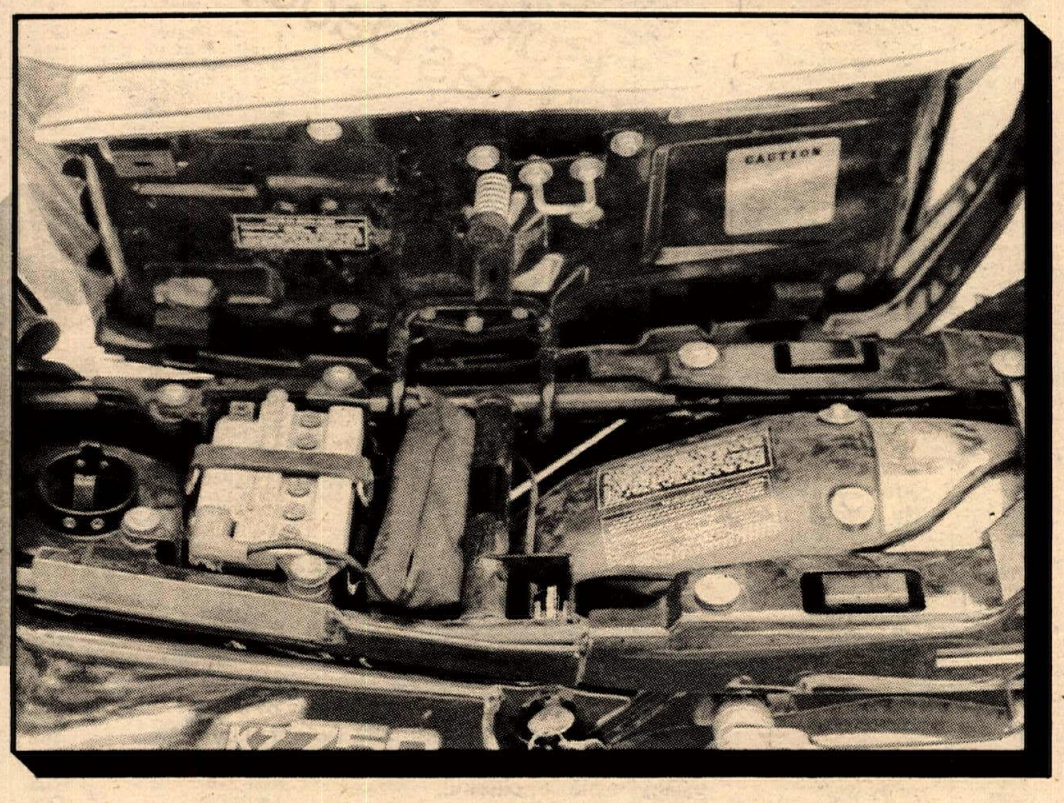


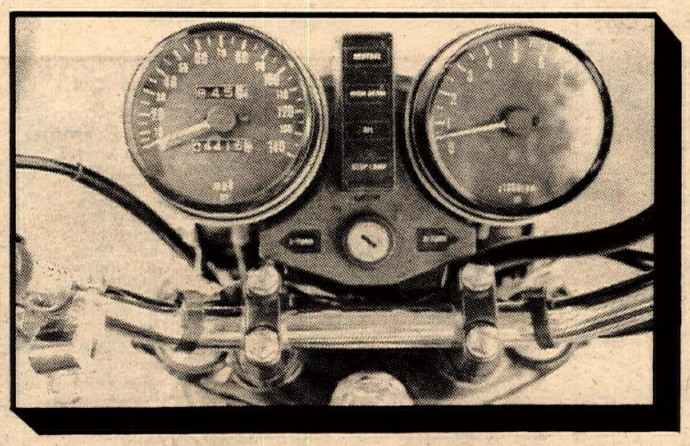
PHOTOS BY GINO SHERIDAN AND LANE CAMPBELL

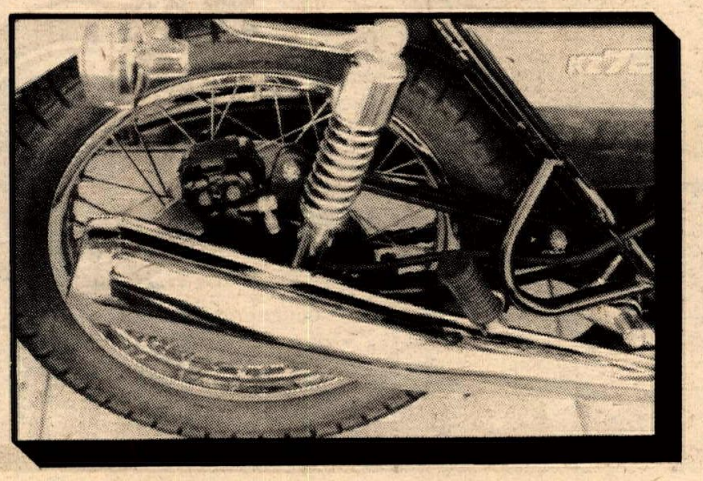
BIKE

It's not a latter-day Limey, either









- Gino finds less ground clearance than he bargained for.
- Underseat expose. Enough instruction decals for a private aircraft, tools, battery, and an airbox that lost its head.
- Dials and flashing light department — altar to the Neon God.
- Rear disc had good feel and a bad squeal. Works bitch'n when hot.

By Lane Campbell

Poor ol' Gino, approaching the KZ750 with memories of H2s and Z1s and things that go shriek in the night. However, getting on Kawasaki's big commuterbike with my own memories of a long-gone power-pulsating Triumph mixed with visions of a future Class C dirt track effort, I'm afraid my preconceptions of the beast fared little better.

On first impressions, reality crunched any great expectations rather quickly. The engine has fair to decent mid-range, but power just fades away as the needle climbs toward redline; and the engine begins to sound like it's ready to burst asunder. The power curve is a natural consequence of a big engine with a near-terminal case of asthma; tiny carbs combined with huge, heavy (but quiet) chambered mufflers.

The feel/sound of the engine stems from the use of contra-rotating balance shafts that turn the traditional vertical twin throb into a higher-frequency buzz reminiscent of a slightly off-feed inline four. While this makes for an externally pleasant ride, the internal stresses placed on the crankcase webbing between the balance shaft and the main bearing bores is horrendous. No structure made of aluminum can remain perfectly rigid under this kind of cyclic internal pounding, hence the 7500 RPM redline and general reluctance to rev freely, even though the beast has a beautiful DOHC head. Almost a waste, since pushrods would have sufficed for the speeds at which this engine is comfortable; thus saving height and weight. What price to be trendy?

Is there the heart of an AMA dirt-tracker lurking in there? Not likely with the production parts. They'd have to throw away the balance shaft, then they'd need a new crank, new cases, special head . . . Kenny Roberts, interviewed at Albuquerque, said that knowing what it had taken Yamaha to develop their 750 twin, he doubted that Kawasaki would be motivated to spend all that money on what would, essentially, be a whole new engine.

So getting back to basics, the KZ750 is really just what the mass-marketeers intended it to be: a big ol' comfy commuter-bike that's a tad cheaper than a four cylinder and handles better. Yes, though it suffers from a couple of correctable faults, the KZ750 does handle — far better than any previous big Kaw. The super-soft springing and the overall height of the bike made it seem a bit wallowy around city street corners; but on open country road, running 40-80 mph, doing your best to wear out the edges of the tires before the middle, the machine definitely finds a home.

Fifth gear, fourth gear, sometimes third, keeping up an easy, steady, fast cruising average, right-left-changeup corners, sometimes banked, sometimes off-camber, meeting cattleguards and potholes and sometimes dirt on the road, the KZ750 just seemed to shrug off any and all road conditions. It is an excellent motorcycle for just covering lots of ground in off-beat, out-of-the-way places.

Ten hours in the saddle, having gone just under 500 miles without sight of a freeway, tired but mildly content, I'd come to respect the KZ750 for what it is, rather than what it could have been.

The bikes that Gino and I remember are probably gone for all time. The KZ750 was built to cope with a legal/regulatory environment that is almost sickening in its implications. Consider that the bike has plenty adequate cornering clearance but carries the hinged footpegs deliberately low enough to drag, in order to discourage aggressive riding. It's a strategy that comes from having to field too many product-liability lawsuits: design a product that handles well, then set it up to discourage people from pressing it to its limits, so it will possess extra safety margin.

That's the kind of thinking that's had to develop to deal with the laws of latter-day America. Kawasaki really deserves credit for making the necessary compromises come off as well as they have in the KZ750. The next move is up to the special-builders and tuners with the kind of limitless enthusiasm that the system hasn't managed to kill, even yet.

RESULTS

D-35 TT Srambles
Visalia, Cal.
June 26, 1976
By Cosmic Cat & Co.

MINI NOV
Craig Johnson Suz
Jack Alford Yam
Kelly Dennison Yam
MINI JR
Logan Glover Yam
Vic Williamson Yam
Chad Bettencourt Yam
MINI EX
Mike Garrison Yam
Mike Yafchak Yam
Robert Francesco Yam
100 NOV
Randy Lowe Suz
Ronny Peterson Yam
Mike Detimore Yam
100 JR
Frank Schoenbachler Suz
Ricky Harper Yam
Tom Pritchard Yam
100 EX
Scott Curde Suz
Richard Sing Suz
Mike Garrison Yam
125 NOV
Dennis Camp Yam
Ken McCoy Yam
Rick Alford Suz
125 JR
Lee Pritchard Yam
Bret Butterfield Yam
Tim Pritchard Yam
125 EX
Jack Jones Suz
Kevin Ooley Yam
Mark Ritchie Yam
200 NOV
Robert Branit Hon
Ben Beamlett Hon
Randy Rowlett Yam
200 JR
Bryan Adkins Yam
Steve Williamson Bul
200 EX
Brad Helton Yam
Steve Boswell Yam
Danny King Yam
250 NOV
Fred Brady Mon
Rick Reader Yam
Harry Boudakian Suz
250 JR
Bobby Garrison Yam
Terry Geller Suz
Scott Andrews Suz
250 EX
Ronnie Sing Suz
Bill Johnson Suz
Mike King Suz
500 NOV
Jim Rockwell Yam
Donnie Campbell Suz
Harry Boudakian Suz
500 JR
Scott Andrews Suz
Terry Geller Suz
James McDonald Suz
500 EX
Kenny Welch Suz
Mike King Suz
Roy Knight Yam
500 OPEN
NOV/JR
Stan McCracker Tri
H.D. Dynge Tri
John Cariall Tri
EX
Carroll Jackson Tri
Wayne Schmidt Yam

AMA H–M
Roseburg, Ore.
June 24, 1976
By Lynne Diltz

NOV TD
Eddie Lawson Bul
JUN TD
Dean Sykes Tri
EX TD
Mark Smith Yam
NOV MAIN
Eddie Lawson Bul
Kent Goar Hus
Jeff Celorie Yam
JR MAIN
Dean Sykes Tri
Lowell Moural Tri
Tim Clarke Tri
Randy Gibbs Yam
EX MAIN
Randy Skiver BSA
Charlie Brown Tri
Bill Oliver Tri
Chuck Joyner Tri
Pat Marinacci Tri

RACE Night MX
Corona, Cal.
July 2, 1976

MINI CYCLES
Alan Small Yam
Dirk Sweet Yam
Scot Stevens Yam
Mike Murphy Yam
100 NOV
Ted Hoyt Yam
Mike Martin Yam
Matt Gerdes Suz
125 BEG
Lyle Marshall Suz
Mike Walker Yam
Lynne Hawkins Hon
Steve Close Suz
125 NOV
Mike Burnett Suz
Davee Collins KTM
Tony Cotta Hon
Larry Clark Hon
125 INT
Leonard Bishop Hon
Rick Allsup Yam
Barbara Speilman Hon
Harry Warr Yam
125 PRO
David Williams Suz
Steve Bauer Hon
Marty Wolford Hon
Gordy Collins Hon
250 BEG
Kevin Olsen Suz
Jim Pepper Bul
W. Dohrman Yam
250 NOV
David Doty Hus
Criag Downs Oss
Grant Comer Yam
B. Cantenbein Bul
500 BEG
Rodney Harrison Yam
George Marshall Yam
Al Tunnen Yam
500 NOV
Mark Ellis Bul
Guy Campbell Suz
K. Wisegalver Suz
OPEN INT
Gary Peterson Mai
Brian Tolson Bul
Ted Vandenraadt Yam
250 PRO
Wayne Martin Hus
Danny Dial Suz
Dave Krider Bul

Newcastle Enduro
Newcastle, Colo.
June 27, 1976
By Team Turtle

OVERALL
John Fero 3
125 CLASS
S. Mattiesen 4
V. Pepper 16
Lafler 26
T. Grisham 31
V. Hill 43
175 CLASS
J. Anciaux 13
D. Robinson 14
B. Iler 14
C. Reynolds 15
J. Noel 17
250 CLASS
G. Palmgren 12
Walsh 13
C. McPherson 13
C. Imel 14
d. Muhs 16
OPEN CLASS
J. Worchester 6
J. Kleinjan 7
B. Bauerkemper 8
G. Poter 9
J. Clark 9

SRAC MX
Berthoud, Colo.
July 4, 1976
By Team Turtle

125 EX
Mike Rust Hus
Lee Leatherman Yam
Albert Firetine Yam
Ed Overton Hon
250 EX
Gary Glasenapp Bul
Shane Cannon Kaw
Mike Meyer Hus
Gary Nebeker —
OPEN EX
Gary Glasenapp Bul
Keith Parmely Mai
Kevin Pfluger Yam
Hubert Betzen Pen
125 AM
Perry Schild Suz
Bret Murick Hon
Tim Leaveck Hon
Ben Eckhardt Suz
250 AM
Jim Eckert Bul
Nick Burton Yam
Rick Simmons Mai
Allen Liscum Suz
OPEN AM
Chuck Boyd Yam
Ray Schultz Yam
Mark Beninga Mai
Mike Williams Yam
80 EX
Mark Gross Yam
Duke Cummings Yam
80 AM
Darrell Pfluger Yam
Eric Preuss Yam
Crhris Culp Yam
80 NOV
Jeff Lewis Yam
Mark Gilseth Yam
Scott Kilgore Yam
Pat Seery Yam
125 NOV
Steve Weinmeister Yam
Bill Collins Suz
Robert Howard Suz
Kent Ficken Suz
250 NOV
Joe Shedron Suz
Glenn Marlow Pen
Scott Phillips —
Gordon Reichard Hus
OPEN NOV
Edward Dobbs Mai
Larry Heniser Yam
R.C. Hart Suz
Kevin Ratzell Yam

South Bay MX
San Diego, Cal.
June 30, 1976
By James Brammer

125 PRO
John Tessitore RR
Dan Schramm DG
Greg Meyer Hon
250 PRO
Mike Tripes DG
Mike Steans Hus
Mike Jennings Suz
500 PRO
John Cardoza Suz
Marty Moates Rok
Kenny Frost Suz
MINI EX
Scott Burnworth Yam
Scott Meyer Yam
John Simpson Yam
MINI JR
Scott Brady Yam
Alan Horrall Yam
Tim Horrall Yam
100 JR
Tom Holland Suz
Dave Larson FMF
Scott Brady Hon
125 INT
Terry Shekell FMF
Rick Wade Hon
Chris Chaffee YZ
125 JR DIV I
Tony Gomez Mon
Chuck Meyer Yam
Peter Berg Yam
125 JR DIV II
Steve Smith Hon
Bill Curran Hon
John Sotelo Yam
125 JR DIV III
Mike Thornton Suz
Don Mitchell Hon
Steve Haney Yam
125 JR DIV IV
Scott Burnworth Yam
Joel Moore Hon
Joe Holt Hon
2t0 INT
Gary Cox Yam
Tutti Juarez FMF
Tony West Suz
250 JR DIV I
Jerry Benson Mai
David Fisher Kaw
Ken McClendon Hus
250 JR DIV II
Mark Uyeda Yam
Brian Webster Mon
Lonie Russo C-A
500 INT
Dan Lounsbury Mai
Mark McNulty Mai
Max Maple Suz
500 JR
Kevin Nevinger Yam
James Valov Mai
Randy Hollenbeck Bul

Corona TT & H-M
Corona, Cal.
June 30, 1976
By Elaine Jones

TT
MINI
Kirk Johnson Yam
Rob Ely Yam
Chris Gables Yam
MINI DIV II
David Nelson Hon
Richard Jones Kaw
Mike Abbott Hon
125 NOV
Mark Milazzo Yam
Kirk Johnson Yam
Mike Murphy Yam
125 AM/EX
Mike Tidwell Yam
Terry McCreery Kaw
Dylan Neihart Yam
250 NOV
Terry Singleton Hon
Gordon Loar Kaw
Bob Callaway Kaw
250 AM/EX
Mike Tidwell Yam
Dylan Neihart Yam
Jack Ausmus Kaw
OPEN NOV
Mark Shelton Mai
Dwayne Lock Yam
Ted Bartholomew Yam
OPEN AM
Dylan Neihart Yam
Pat Dobbins Tri
David Callaway Kaw
OPEN EX
Pat Dobbins Tri
Ray Lovell Yam
Gordie Kidd Yam
MONEY RACE
John Allison Yam
Gordie Kidd Yam
Mike Tidwell Yam
HALF-MILE
MINI
Kirk Johnson Yam
David Hulbert Yam
Mike Redding Yam
MINI DIV II
David Nelson Hon
Brad Roach Yam
Mike Abbot Hon
125 NOV
Kirk Johnson Yam
Bert Grisham Yam
Todd Brown Yam
125 EX
Mike Tidwell Yam
Danny Perkins Hon
Fred Conover Kaw
250 NOV
Gordon Lear Kaw
Terry Sington Hon
Bob Kivirzis Yam
250 AM/EX
Dylan Neihart Yam
Jay Lewis Suz
Jim Beck Yam
250cc TWIN
Tim McWhorter Yam
Don Grisby Yam
Mike Tidwell Yam
OPEN NOV/AM
Dulan Neihart Yam
Robert Scott Yam
Denny Aquirre Kaw
OPEN EX
Eddie Lawson Yam
Steve Miller Yam
John Lundgren Yam
MONEY RACE
Craig Armstrong H-D
Eddie Lawson Yam
Tim McWhorter Yam

CMC TT
W. Sacramento, Cal.
July 2, 1976

MINI EX
Kelly Langseth
Greg Bonovich
Shawn Walkingstick
MINI JR
Lauren Godbee
Steven Jimenez
Rob Eldreidge
100 JR
Jeff Deaton
Alan Ferrerla
Joe McTernan
125 JR
Mike Zimmerman
Mark Ferguson
Dale Hansen
125 INT
John Land
Jon Zimmermsn
Marvin Woods
Jim Englebright
OPEN JR
Brad Hood
Scott Murphy
Gary Fonatine
OPEN INT
John Land
Scott Gerhard
Peter Stohnrer

Cyclesport MX
Conroe, TX.
June 27, 1976
By Mark Knowles

MINIBIKE JR
David Douglass
Jimmy Stewart
Chris Lange
Rodney Owens
MINIBIKE SR
David Douglass
Mike Allen
Kevin Vaught
OVER 30
Don Piper
David Wright
Jim Darby
100 AM
David Scheffler
Mike Tidwell
Frank McGurie
125 AM
Danny Scheffler
Pat Duffy
Travis Taylor
125 INT
Scott Smith
Vic Uhrenholdt
Eddy Grisham
125 EX
Mike Wharton
Terry Strother
Phil Mayer
250 AM
Billy Steptoe
James LaBarba
David Kinsey
250 EX
Mike Wharton
Kelly Donaldson
Randy Choate
OPEN AM
Mike Hubbard
Jeff McCoy
Larry Bellom
OPEN EX
Keith Duffy
Kelly Donaldson
Oliver Rutledge

Abilene Speedbowl ST
Abilene, TX.
June 26, 1976
By Frank Harrison

TROPHY OPEN
Andy West Bul
Chris Englett Yam
Willard Kelley Hon
80 MINI MAIN
Chris Englett Yam
Pat Tharp Yam
125 MAIN
Chris Englett Yam
Bruce Yam
Terry McDonald Yam
250 MAIN
Randy Humphreys Yam
Gary Kidd Bul
Terry McDonald Yam
360 MAIN
Andy West Yam
Willard Kelley Yam
Jerry Funderberg Bul
MX MAIN
Harold Boyce Kaw
Mike Peace Bul
Carl Cox Yam
OPEN MAIN
Willard Kelley Yam
Andy West Yam
Ed Begley Yam

Speedway Central
Hanford, CA.
June 25, 1976

HANDICAP MAIN
Jack Martin
Grant Salyers
Tom Ferris
KING OF THE HILL
Martin (over)
Salyers
SCRATCH MAIN
Jack Martin
Tom Ferris
Tom Morley
JR HI POINT
Ed Wilson
CHALLENGERS
Dave Beaker
John McAlister
J. J. Lytell

D-36 ST
Fremont, CA.
June 16, 1976
By W.H. Spencer

80 JR
Brian Howard Yam
80 EX
Doug Chandler Yam
100 JR
Brad Brown Suz
100 EX
Tony Deatherage Yam
Doug Chandler Hod
Doug Baber Yam
SK CYCLES MATCH
Chris Paulson Kaw
Rusty Davis (df) Yam
100 NOV
Joe Cunnington Hod
Al Emmons Yam
125 NOV
Tim Ishida Suz
Rich Matusz Suz
125 EX
Mike Inderbitzen Yam
Bernd Koegler Hon
175 NOV
Steve Welch Yam
200 NOV
Scott Elward Nul
250 NOV
Jay Ralston Bul
Rob Spencer Bul
Ron Guy Suz
250 JR
Kenny Robicheaux Yam
Paul Iwanaga Yam
Ron Stout Yam
250 EX
Don Bailey Yam
Rick Delacy Yam
Mike Faria Yam
360 NOV
Al Bunnell Yam
Mark Eslinger Yam
360 JR
Bob Miller Bul
John Hegarty Yam
Bobby Carrasco Yam
360 EX
Don Bailey Yam
Steve Carrillo Yam
Mike Delacy Yam

D-36 Scrambles
Lodi, Cal.
June 25, 1976
By Ann Carr

MINIS
80 NOV
Bryant Gannon Hon
Mark Key Yam
80 JR/EX
Fred Merkel Hon
Tracy Hays Yam
Doug Chandler Yam
100 NOV
David Boyles Suz
Jimmy Womack Suz
100 JR
Joe Cutts Yam
Brad Summers Yam
100 EX
Fred Merkel Yam
John Rabideau Yam
MAXIS
100 NOV
Fred Winters Hon
125 NOV
Todd Hyske Yam
Alan Davis Yam
125 JR
Tony Adrangna Yam
Bruce Sanders Yam
125 EX
Rick Woods Hon
200 NOV
Fred Winters Hon
Hal Hook C-A
250 NOV
James Woods Yam
John Anderson Suz
Walter Keys Yam
250 JR
James Green Yam
John Jones Yam
John Holland Suz
250 EX
Jeff Eide Yam
Ken Jackson C-A
Kim Jorgensen C-A
360 NOV
Steve Hageman Hon
Rafe Heath Hon
500 NOV
Jim Laughlin Yam
Rick McNally CZ
Gary Arnold Suz
OPEN JR
John Jones Yam
Jerry Kennedy Yam
500 EX
Dennis Spence Yam
Dallas Davis Yam
Steve Brandt Yam
OPEN EX
Alex Jorgensen BSA
John Tavis Tri
Tiffen Mullenax Tri

D.36 Short Track
Fremont, Cal.
June 23, 1976
By W. H. Spencer

80 NOV
Kenny Millsap Yam
Darin McCafferty Yam
80 JR
Brad Howard Yam
Bryan Keltner Yan
80 EX
Doug Chandler Yam
Tony Deatherage Yam
100 JR
Joe Armtrout Yam
100 EX
Doug Chandler Hod
Torrey Arguello Yam
Marvin Lewis Yam
SK CYCLE MATCH
QUARTER FINAL
Errol Longboya Hon
Bernd Koegler (df) Hon
100 NOV
Allen Emmons Yam
Frank Macias Yam
125 NOV
Dante Dambroso Yam
Eric Kiser Yam
125 JR
Bob Cunnington Hod
125 EX
Mike Inderbitzin Yam
175/200 NOV
David Ariki Yam
250 NOV
Emil Ramirez Yam
Mike Bettencourt Bul
Rob Spencer Bul
250 JR
Mickey Krusemann Yam
Ken Robicheaux Yam
Paul Iwanaga Yam
250 EX
Don Bailey Yam
Rick Delacy Yam
Al Kenyon Bul
360 NOV
Mark Eslinger Yam
Jody Emery Hus
360 JR
Jerry Cerro Yam
John Heagarty Yam
360 EX
Don Bailey Yam
Rick Delacy Yam
Eddie Gonzales Bul

AME $2000 MX
Indian Dunes, Cal.
June 27, 1976
By Ted Titmas,

MINI EX
Steve Schmitz Suz
Matt Whiting Yam
MINI INT
Blake Reynolds Yam
MINI JR
Curt Hansen Yam
Randy Johnson Yam
Don Wyman Yam
OLD TIMERS
Chuck Strauss Mai
Wiley Seitzler Suz
100 BEG
Gary Coffey Suz
Steve Perry Yam
Eric Noll Yam
100 JR
Kenny Spiker Suz
Ricky Ryan Yam
Ray Scott Suz
100 INT
Jim Cote Suz
Kent Bernstein Suz
Hugh Blacka Yam
100 EX
John Whelchel Suz
125 BEG
Darren Shotwell Yam
John Clares Suz
Jeff Harris Suz
Joe Hernandez Yam
125 JR DIV I
Robbie Healy Hon
Jamie Einbund Hon
Doug Spiker Hon
Mark Sirota Hon
125 JR DIV II
Mark Abler Suz
Eddie Armstrong Kaw
Starr Thompson Suz
Greg Torgerson —
Allen Sine YZ
125 INT
Terry Ducker Yam
Corki Moore Mono
Doug Burhoe Suz
125 PRO
Bill Grossi Suz
Broc Glover Hon
Willy Simons FMF
250 BEG
David Parker Suz
Tom Halverson Suz
Leonard Garson Yam
250 JR
Ken Willis Suz
Cory Sawyer Suz
Martin Sanett Bul
250 INT
Arnold Comproni Mai
Jim Sendelbach Mai
John Lovett Bul
250 PRO
Bob Elliott Suz
Greg Robertson Oss
Hal Strauss Mai
500 BEG
Paul Marconi Yam
Gary Davis Yam
Howard McCaslin Gre
500 JR
Pat Page Mai
Tim Curtis Ysm
Roger Bell Suz
500 INT
Rozz Reed Suz
Mike Antes Suz
Bob Perez Mai
500 PRO
Ken Zahrt Oss
Terry Clark Kaw
Tom Claire Suz

South Bay Speedway
San Diego, Cal.
July 3, 1976
By James Brammer

SCRATCH MAIN
Bryan Buffington
Robin Hood
Skip Kennedy
HANDICAP MAIN
Mark Atchison
Ted Cheek
Bryan Buffington
DIV II MAIN
Tom Burba
Karl Schockv
Pat Guthrie
JUN SPEEDWAY
Louis Kossuth
Scott Saint John
Vic Robledo
SCRATCH CONSOL
Kevin Mac Donald
Brad Oxley
Bonsi Ishii
HANDICAP CONSOL
Speedy Spisak
Robin Hood
Doug Skiles
DIV III CONSOL
Roy Farmer
MATCH RACE
Kevin Mac Donald
Shawn McConnell

D-36 Top 20
White Plate
July 1, 1976
By W. H. Spencer

Rick Delacy	127
Don Bailey	125
Rusty Davis	118
Mike Faria	117
Dave Faria	100
Jim Mertens	74
Rodger Slack	73
Mike Delac	73
Steve Carrillo	42
Manuel Crummett	35
Randy Mamola	32
Rod Spencer	30
Al Kenyon	29
Fenn Pervier	28
Dan Castelhano	24
Tony Evans	21
Steve Mertens	20
John Waldner	19
Chuck Miller	18
Kim Jorgensen	18

Sunny Val. Speedway
Sunny Valley, Ore.
June 27, 1976

MINI	
Joe Gonsalves	Yam
100	
Bill Davis	Suz
125	
Jeff Cook	Suz
200	
Harold Hurd	Bul
250	
Ray Duggan	Hon
ELDERLY GENTS	
Larry McLane	Hon
OPEN	
Randy Bigham	Yam
MAINS	
KIDS MINI A MAIN	
Drew Roberts	Yam
Bryan Beckett	Yam
Joe Gonsalves	Yam
KIDS MINI B MAIN	
Barry Pelkey	Yam
Jim Barnes	Hon
Don Fowler	Yam
KIDS MINI C MAIN	
Ricky Russell	Yam
Chris Sandquist	Yam
ELDERLY GENTS A	
Larry McLane	Hon
Chuck Bradley	Kaw
Kenny Allison	Yam
100 KIDS A	
Bill Davis	Suz
Mark Willaman	Suz
Brian Doland	Suz
100 KIDS B MAIN	
Steve Risley	Hod
Cliff Allen	Yam
Robbie Izatt	Kaw
100 KIDS C MAIN	
Mike Garnder	Kaw
Mark Robson	Yam
125 A MAIN	
Mel Samples	Hon
John Roberts	Yam
Jeff Cook	Suz
125 B MAIN	
Bret Scott	Hod
Paul Hug	Hon
Bob Sorenson	Yam
125 C MAIN	
Dean Makin	Yam
Mark Wright	hon
125 D MAIN	
David Johns	Suz
200 A MAIN	
Earl Austin	Bul
Paul Hug	Yam
Harold Hurd	Bul
250 A MAIN	
Jeff Cook	Suz
Mark Colegrove	Bul
Ralph Benson	Kaw
250 B MAIN	
John Roberts	Yam
Newton Percy	CZ
Cecil Arispe	Yam
250 C MAIN	
Ken Stiglech	Hon
Patrick Conway	Hon
OPEN A MAIN	
Randy Bigham	Yam
Brett Howard	Bul
David Cherry	Tri
OPEN B MAIN	
Todd Puett	MV
Scott Kimmons	Yam
Randy Hunter	Kaw
MONEY RACE	
Ray Dugan	Hon
Sam Armsfield	Bul
Mark Colegrove	—

Old Timers
Valencia, Cal.
July 4, 1976
By Dal Calais

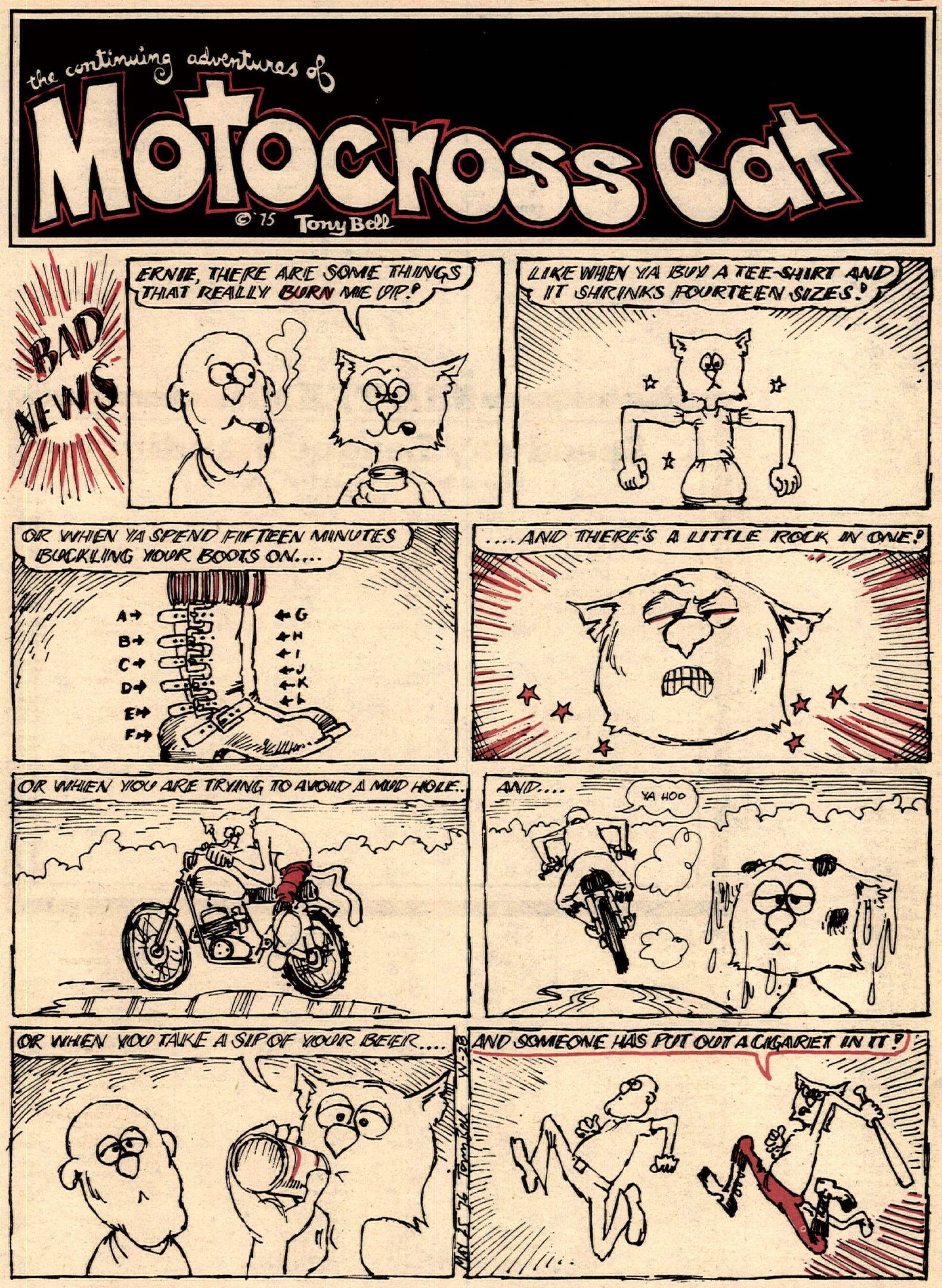
MASTER	
Blackie Lewis	Mai
Norb Brown	Suz
Chuck Strauss	Mai
EX	
Hutch Hutchison	Mai
Sam Jones	Mai
Bill Bird	Yam
Hal Grady	—
AMATEUR	
John Seider	Yam
Jim Jones	Mai
Pete Klassen	Yam
Jerry Scott	Yam
NOVICE	
Randy Lyall	Hus
Don Edlund	Yam
Kid Coffman	Yam
Howard Zimmerman	Bul

O.T.H.G.A. MX
Indian Dunes, Cal.
July 2, 1976
By Lucious LeRoy

EXPERT	
Lanky Larry	Yam
Tacky Tim	Mai
Janitor Jerry	Yam
AMATEUR	
Jerky John	Mai
Delicate Dennis	Yam
Honky Herb	Yam
INTERMEDIATE	
Krazy Kit	Yam
Petrified Pete	Bul
Chunky Chuck	C-A
NOVICE	
Tipsey Tom	Suz
Rickety Rick	Suz
Rocket Rodney	Suz
BEGINNER	
Hangover Hambone	Yam
Toilet Tom	Yam
Juicy Jim	Yam

Las Vegas MX
Williams Raceway
Las Vegas, Nev.
June 20, 1976

MINI BEG	
Derrick Scott	YZ
Kelly Daffer	YZ
MINI NOV	
Robbie Wendt	YZ
Lance Lovaas	YZ



Mike Walling	Bon
MINI EX	
Marv Chapman	YZ
Troy Fitch	YZ
Rick Herbert	YZ
MINI AM	
Todd Hunter	YZ
Kevin Keefe	YZ
Kevin Ramsey	YZ
100 EX	
Cal Wachtel	RM
Casey Underwood	DTP
Danny Winebarger	RM
100 AM	
Doug Williams	RM
James Tobin	RM
Darren Blitsch	RM
100 NOV	
Erik Martin	Yam
Trey Kimberlin	RM
Mike Manus	Suz
OVER 30-40	
Floyd Dunn	Mai
Erwin Golden	EGS
John Van Hoove	CZ
125 EX	
Glen Munyan	DG
Paul Emerson	Hon
Mark Causey	Hon
125 AM	
Casey Underwood	Suz
Robert Kitchell	Hon
Larry Lauer	RM
125 NOV	
Ricki Gibbs	KTM
Shaun Kelly	C-A
Mike Kelly	C-A
250 EX	
Kenny Krumme	Mai
Mel Chapman	Mai
Manuel Diaz	Mai
250 AM	
Art Lanier	RM
Randy Cannon	Mai
Rick Lake	Suz
250 NOV	
Don Fisher	Mai
Kevin Roth	RM
Henry Whipple	Hus
500 EX	
Mel Chapman	Mai
Randy Finch	Suz
Floyd Dunn	Mai
500 AM	
Ed Price	Suz
Montie Gerber	Yam
Rick Biddle	Suz
500 NOV	
Dennis Elliott	Yam
Russ Maxfield	Hus

AMA Speedway
Sonoma, Ca.
June 27, 1976
By W.H. Spencer

SCRATCH MAIN	
Rich MacMurray	
Mike Faria	
Charie Morse	
Dennis Robinson	
SCRATCH CONSOL	
Jerry Bowers	
Dennis Robinson	
Ron McGill	
HANDICAP MAIN	
Rich MacMurray	
Mike Faria	
Dennis Robinson	
HANDICAP CONSOL	
Dave Cooper	
Ron Long	
Sam Vanderhoff	
DIV II MAIN	
Rusty Davis	
Rick Shafer	
Bob Holmes	
JR SPEEDWAY	
Ron Kirby	
Don Kirby	

RESULTS

SRA Speedway
Ventura, Cal.
July 6, 1976

Ventura Sharks	42
San Bernardino	36
HANDICAP MAIN	
Bobby Schwartz	
Mark Cherry	
Dave Sims	
DIV II MAIN	
Bob McLain	
Dennis Stwart	
Brad Oxley	
TOP SCORERS SHARKS	
Bobby Schwartz	12
Sonny Nutter	12
Dave Sims	10
TOP SCORERS SIZZLERS	
Mark Cherry	10
Dean Forman	10
Ron Preston	6

SRA Speedway
Irwindale, Cal.
July 8, 1976

L.A. Sprockets	45
Orange County	33
HANDICAP MAIN	
Bruce Penhall	
Alan Christian	
Jan Ballard	
DIV II MAIN	
Kevin McDonald	
Dick Pruett	
Louis Lindwall	
TOP SCORERS SPROCKETS	
Bruce Penhall	15
Mike Bast	14
Gene Woods	6
TOP SCORERS EAGLES	
Alan Christian	8
Bill Cody	7
Jan Ballard	6

SRA Speedway
San Bernardino, Cal.
July 7, 1976

San Bern. Sizzlers	36
LA Sprockets	42
HANDICAP MAIN	
Tom Morley	
Bob Morrison	
Ron Preston	
DIV II MAIN	
Louis Lindwall	
Bryan Buffington	
Fred Heldoorn	
TOP SCORERS SIZZLERS	
Larry Shaw	10
Mark Cherry	8
Dean Forman	8
TOP SCORERS SPROCKETS	
Bruce Penhall	12
Mike Bast	11
Norm Denny	5

395 Cycle Park
Adelanto, CA.
TT & Half-Mile
June 19, 1976

TT MINI	
John Bales	Yam
Rodney Phelps	XR
Matt Moon	Yam
125 NOV	
Scott Oliver	Yam
Pam Bales	Yam
Rick Blankenship	Kaw
250 NOV	
Rick Blankenship	Yam
Steve Mott	Yam
Mike DeBruyn	Yam
OPEN NOV	
Bob Bell	Yam
Robert King	Yam
Lou Giminez	Tri
125 AM/EX	
Dyland Neihart	Yam
Jay Bales	Yam
Jeff Moon	Yam
250 AM	
Scott Thurlow	Hon
Bobbi Hunter	Yam
Greg Johnson	Yam
250 EX	
Randy Bird	Yam
Dylan Neihart	Yam
Robert Cain	Yam
OPEN AM	
Dylan Neihart	Yam
Wayne Taylor	Yam
Scott Thurlow	Yam
OPEN EX	
Mike Laney	Yam
Paul Lambert	Yam
Bob Saunders	Kaw
SWEEPSTAKES	
Greg Johnson	Yam
Steve Mott	Yam
Bob Saunders	Kaw
MINI NOV	
John Bales	Yam
Matt Moon	Yam
Rodney Phelps	XR
125 NOV	
Scott Oliver	Yam
Pam Bales	Yam
Rick Blankenship	Kaw
250 NOV	
Dave DeTemple	Yam
Rick Blankenship	Yam
Jim Bland	Yam
500 NOV	
John Gimenez	Yam
Larry Blake	Yam
OPEN NOV	
Dave Peters	Tri
Bob Bell	Tri
Lou Gimenz	Tri
125 AM/EX	
Dylan Neihart	Yam
Randy Bird	Kaw
Jeff Moon	Yam
250 AM/EX	
Dylan Neihart	Yam
Randy Bird	Yam
Lee Hales	Yam
250 AM	
David DeTemple	Yam
Bobbi Hunter	Yam
Greg Johnson	Yam
OPEN AM	
Wayne Taylor	Yam
Gary Pettis	Bul
Dylan Neihart	Yam
OPEN EX	
Mike Laney	Yam
Dave Johnson	Yam
Jerry Peters	BSA
THREE WHEELS	
Dennis Terry	Dune
T.C. Fair	Dune
Cindy Martin	Tri

SRA Speedway
Costa Mesa, Cal.
July 9, 1976

Orange County	37
Bakersfield	41
HANDICAP MAIN	
Mike Muntean	
Alan Christian	
Bill Cody	
DIV II MAIN	
Bryan Buffington	
Brad Oxley	
Kevin MacDonald	
TOP SCORERS EAGLES	
Alan Christian	13
Bill Cody	10
Mike Muntean	6
TOP SCORERS BANDITS	
Jeff Sexton	10
Bert Harkins	8
Dubb Ferrell	8

MDRA Team Race
Ponderosa, Cal.
June 27, 1976

MINI	
P. Mendoza, Jr.	Yam
B. Vanderzanden	Yam
T. Pelligrino	Hon
125 BEG	
M. Easley/	Yam
R. Easley	Hon
T. Gorman/	Hon
D. Yates	Hon
250 BEG	
J. Basso/	Yam
A. Cabodi	Suz
J. Pelligrino/	Yam
N. Ruhl	Yam
J. Felter/	KTM
Trini Camarena	Hon
Mike Kiedrowki	Ind
Dean Lonskey	Hon
83cc BEG (9-11)	
Russ Wolfe	Hon
Mark Jeepson	Yam
Tran Ellis	Hon
84 BEG (12+)	
Josph DiBernardo	Hon
Andy Meszaros	Hon
Richard Lee	Yam
Nick Larson	Kaw
83cc JR (12+)	
Debbie Zielke	Yam
Rod Stiles	Yam
Nick Athans	Yam
George Karn	Yam

AME MX
Lancaster, Cal.
July 2, 1976

MINI JR	
Billy Fulmer	Yam
Stormy Vickers	Yam
Robby Stanley	Yam
MINI INT	
John Hemme	Yam
100 JR	
Greg Robertson	Yam
Bruce Thompson	Suz
Jerome Ward	Suz
100 INT	
Kevin LeFebre	FMF
125 JR DIV I	
Bernard Unhassobiscay	Hon
Russel Doull	Suz
Scott Madsen	Yam
125 JR DIV II	
Allen Hoover	Hon
Doug Warren	Hon
Mike Morrow	Yam
125 JR DIV III	
Rich Guilmette	Suz
Steve Silliams	—
Wayne Hooper	—
125 JR DIV IV	
D. Terry	
R. Weedman/	
S. Hughes	
340cc	
T.C. Fair/	
J. Cummings	

AME MX
Lancaster, Cal.
July 2, 1976

MINI JR	
Billy Fulmer	Yam
Stormy Vickers	Yam
Robby Stanley	Yam
MINI INT	
John Hemme	Yam
100 JR	
Greg Robertson	Yam
Bruce Thompson	Suz
Jerome Ward	Suz
100 INT	
Kevin LeFebre	FMF
125 JR DIV I	
Bernard Unhassobiscay	Hon
Russel Doull	Suz
Scott Madsen	Yam
125 JR DIV II	
Allen Hoover	Hon
Doug Warren	Hon
Mike Morrow	Yam
125 JR DIV III	
Rich Guilmette	Suz
Steve Silliams	—
Wayne Hooper	—
125 JR DIV IV	
OPEN SENIOR	
"Smokebomb" Gaetz	Yam
Kernie Armstrong	Yam
Ed Williamson	Mai
250	
Larry Roeseller	Hus
Mark Zoller	Hus
Bruce Oglivie	H-D
250 AM	
Jody Belknap	Hus
Mike Alexander	Yam
Roy Fjasted	Yam
250 NOV	
Gary Anondson	Yam
Pat Guntler	Suz
H.C. Smith	Yam
250 SENIOR	
George Walker	C-A
Hal Nallgath	Yam
Jack Froelich	Yam
175-125 EX	
Mike Matlock	Yam
Mark Barnes	KTM
Russ Jenkins	Hus
175-125 AM	
Mitch Payton	Hus
Jim Norris	Suz
Louis Norton	Yam
175-125 NOV	
Chuck Bollinger, Jr.	Yam
Dave Wasden	Hon
Paul Smith	Hon
175-125 SENIOR	
Bob Webb	Yam
Bob Terrazas	Hus
100 EX	
Tom Rutten	Yam
Darrin Kelsey	Yam

SRA TEAM

Speedway League Standing

National Speedway League Team Standings
as of July 6, 1976

Teams	W	L	Pct.	Matches Back
Bakersfield Bandits	15	6	.714	—
Los Angeles Sprockets	11	9	.550	3½
Ventura Sharks	11	12	.478	5
San Bernardino Sizzlers	9	13	.409	6½
Orange County Eagles	8	14	.363	7½

Leading Scorers

Name	Matches	Rides	Point Total	Average
1. Mike Bast, L.A.	20	100	270	13.50
2. Bruce Penhall, L.A.	20	96	231	11.55
3. Dubb Ferrell, Bak.	21	102	238	11.33
4. Jeff Sexton, Bak.	21	98	219	10.42
5. Rick Woods, O.C.	19	90	193	10.15
6. Jim Fishback, S.B.	20	93	197	9.85
7. Larry Shaw, S. B.	15	68	145	9.65
8. Steve Nutter, Bak.	21	94	200	9.52
9. Bill Cody, O. C.	22	99	190	8.63
10. Mark Cherry, S. B.	20	89	171	8.55

SRA Speedway
July 10, 1976
Bakersfield, Cal.

Bakersfield	43
Ventura Sharks	35
TOP SCORERS BANDITS	
Steve Nutter	11
Brian Short	10
Dubb Ferrell	7
TOP SCORERS SHARKS	
Bobby Schwartz	11
Sonny Nutter	11
Dave Sims	6

Las Vegas MX Club
Las Vegas, Nev.
June 6, 1976

MINI BEG	
Steve Allred	Yam
Jesse Barlow	Yam
Larry Patrick	Yam
MINI NOV	
Mark Morris	YZ
Robbie Wendt	—
Doak Wachtel	YZ
MINI AM	
Kevin Gashler	YZ
Todd Hunter	YZ
Joe Aguiliera	YZ
MINI EX	
Joey Dee	YZ
100 EX	
Casey Underwood	DPS
Cal Wachtel	RM

AME MX
June 15, 1976
By Shirley

PEE WEE BEG	
Carl Tignino	INd
Roy Swearinger	MV
Kenneth Batczy	Ind
PEE WEE JR STK	
Roy Smith	Ind
Kami Stiles	Ind
PEE WEE MOD	
Randy Moody	Ind
JR CYCLE BEG	
Roy Smith	Hon
Clayton Hill	Ind
Gary Szilagyi	Hon
Billy Mc Coy	Hon
JR CYCLE JR	
B. Morton	Pen
R. Rousseau/	
J. Campbell	Bul
P. Ziegler/	Yam
G. Johnston	KTM
G. Forman/	Hon
C. Yates	Hon
OPEN BEG	
C. Carson/	Yam
D. McMillen	Hus
G. Nowland/	Yam
L. Mason	Yam
R. Hoyt/	Yam
R. Metz	Yam
250 AM	
S. Rugg/	Yam
M. Smith	Yam
M. Woods/	Yam
H. Robinson	Yam
J. Lawson/	MV
R. Wilson	MV
M. Wood/	Suz
P. Mendoza, Sr.	Yam
OPEN AM	
D. Perham/	Yam
C. Gerner	Yam
L. Earhart, Jr.	Yam
L. Earhart	Yam
L.C. Poulton/	Yam
L.B. Poulton	Yam
125 EX	
S. Ponce/	Yam
T. Nowak	Yam
L. Fabry/	Yam
D. Scharf	Yam
E. Swan	Yam
M. Price	Suz
250 EX	
K. Heil/	Yam
M. Lee	Yam
R. Devonshire/	Yam
L. Bennett	Yam
OPEN EX	
T. Howell/	Yam
S. Heinze	Yam
M. Johnston/	MV
B. Childers	Suz
5HP	
W. Knoch/	
L. Neighbors	
8 HP	
J. Campbell/	
D. Faust	
J. Powell/	
M. Terry	
16 HP	
L. Rea/	
Jeff Haris	Suz
Drane Harmon	Hon
Greg Baranca	Hon
125 INT	
Terry Ducker	Yam
Danny Thompson	Yam
Craig McCommache	Yam
125 PRO	
Tom Burgess	Yam
Steve Miller	Suz
250 JR DIV I	
Drew Upshaw	Suz
Brian bogdanich	Suz
Ralph Collins	—
250 JR DIV II	
John Grubbs	Suz
Tenney Garron	Yam
Brian Roberson	Hon
250 INT	
John Lovett	Bul
Ed Rest	Suz
250 PRO	
Richard Bland	Mai
OPEN JR	
Richard Grose	Kaw
Ron Aldrich	CZ
Ron Devine	Yam
OPEN PRO	
James Keffer	Suz
OLD TIMERS	
Larry Keffer	Suz
Craig Srons	Hon
Chuck Srons	Yam
TEAM RACE	
Steve Williams/	
Danny Thompson	Yam

D-37 Dual EuroScrams
Antelope Val. Ramblers
July 11, 1976
By Judy Kinnaman

OPEN EX	
Mitch Mayes	Hus
Blu Saltzman	Hus
A.C. Bakken	Suz
OPEN AM	
Bob Gilbert	KTM
Jim Payton, Jr.	Hus
Jerry Sill	Yam
OPEN NOV	
Chuck Carson	Yam
Ralph Wight	Yam
Gary Turcker	Hus
Don Lyson	Suz
100 AM	
Rusty Blake	Yam
Scott McConneley	Yam
Jeff Robbins	Yam
100 NOV	
Bruce Ellery	Yam
Ray Gillbeau	Yam
Denney Vorndorn	Yam
100 SR	
David Doney	Hod
Don Oglivie	H-D
George McClellend	Yam
WOMEN	
Barbara Tieskoetter	Suz
Lynnette Zuber	Yam
June Elias	Yam

CMC Carlsbad MX
Carlsbad, Cal.
July 11, 1976
By Mike Yada

125 PRO	
Bobby Jones	CH
Dave Carlson	FMF
Tony Wanket	FMF
125 INT	
Brian McNamara	Hon
Chris Chaffee	Yam
Dan Green	Hon
125 JR	
Hugh Good	Hon
Jim Odle	Suz
Carl Salazar	Hon
250 PRO	
Steve Rhyan	C-A
Randy Burns	Yam
Dale Anderson	Suz
250 INT	
Chris Burgeson	Suz
Bill Traling	Hus
Gary Truesdill	Suz
250 JR	
David Fisher	Kaw
Randy McKee	Suz
Tom Pearl	Bul
500 PRO	
Val Tamietti	Mai
Steve Fry	Yam
Brad McMartin	Mai
500 INT	
John Hormuth	Hus
David Tanis	Bul
Randy Blevins	CZ

AMC $1,000 MX
Orange, Cal.
July 11, 1976
By Joel Jamieson

125 PRO	
Jeff Jennings	Suz
David Taylor	DG
David Williams	MM
Gary Denton	DG
Robert Marino	Hon
250 PRO	
Jeff Jennings	Suz
Robert Elliot	Suz
Jeff Vidic	Mai
Dave Taylor	DG
John Smith	Suz
500 PRO	
Robert Elliot	Suz
Jeff Foland	KTM
Luke Messer	Mai
Richee Collins	KTM
Chuck Pettigrew	Mai

D-37 Dual EuroScrams
Desert Vipers
Calif. City, Cal.
July 11, 1976
By Dale Brown

OPEN EX	
Mitch Mayes	Hus
Jeff Kirk	Yam
Morgan Malocco	Yam
OPEN AM	
Bob Gilbert	KTM
Tim Edmondson	Yam
Rick Kovacs	Bul
OPEN NOV	
Richard Baxter	Yam
Jim Watson	Hus
Danny Pierce	Bul
250 EX	
Larry Roeseler	Hus
Brent Wallingsford	Hus
Marc Cartwright	KTM
250 AM	
Bruce Jones	KTM
Down Hill Alexander	Hus
Roy Fjastad	Yam
250 NOV	
Pancho Spain	Mon
Tony Steffins	Yam
H.C. Smith	Yam
175 EX	
Russ Jenkins	Yam
Ed Rodine	Yam
Eric Spaeth	Yam
175 AM	
Mitch Payton	Hus
Eugne Stoops	Yam
James Norris	Suz
175 NOV	
Mike Midkiff	Yam
Dave Waselen	Hon
Paul Smith	Hon
100 EX	
Daren Kelsey	Yam
Steve Webb	Yam
Mike Vorndran	Yam
100 AM	
Rusty Blake	Yam
Scott McConnehely	YOP
Jeff Robbins	Yam
100 NOV	
Bruce Elery	Yam
Scott Carroll	Suz
Denny Vorndran	Yam
SR EX	
Art Knapp	Hus
Smokebomb Gaetz	Yam
Jack Froelich	Yam
SR AM	
Arnie Armstrong	Yam
Hal Hallgath	Yam
SR NOV	
Alan Johnson	Yam
Ron Hubbard	Yam
WOMEN'S DIV EX	
Trudy Beck	KTM
Barbara Tioesketter	Suz
WOMEN'S DIV AM	
June Elias	Yam
SOMEN'S DIV NOV	
Juanita Morris	Yam
Michelle Griffin	Hus
BEGINNER	
James Lawrence, Jr.	Yam
Jim O'Hagen	Hon
Charles Jenkins, Jr.	Kaw

Manzanita Speedway
Phoenix, AZ.
June 30, 1976
By Becky Powers

MINIS	
Billy Boat	Yam
Brad Halka	Yam
Donny Smallwood	Hon
100 CLASS	
Bob Brizzee	Hod
125 NOV	
Mike Doran	Kaw
Chuck Flfer	Suz
Keith Kitrell	Yam
Bob Karl	Yam
125 AM	
Brian Shinabarger	Yam
Chip Told	Yam
Mike Brewer	Yam
125 EX	
Larry Carter	Yam
Mark Clay	Hon
Randy Carter	Yam
250 NOV	
Bobby Boaz	Bul
Phil Grosskopf	Hon
Pat Andonides	Yam
Doug Kittrell	Yam
250 AM	
Greg Gieser	Yam
Dave Dixon	Suz
Radar Stevens	Hon
500 NOV	
Roger Goad	Duc
500 AM	
Bart Muldner	CZ
Bob Neil	Suz
500 EX	
Marlow Parks	Yam
Danny Anderson	Yam
OPEN EX	
Jon Sellers	Tri

CERA Fool's Gold VI Enduro
June 5, 1976

OPEN A	
Havey Abel	3
John Troutt	6
R. Carles	10
175 A	
Allen Love	21
OPEN B	
Tim Dey	6
Phil Shoaf	9
Dennis Goode	21
175 B	
Gary Griffiths	14
Jeff Henning	32
Norm Gallo	45
OPEN C	
Len Perham	13
Carlos Chibante	16
Jack Canright	22
250 A	
Shep Johnson	6
Larry Bays	7
Doug McCaleb	8
125 A	
Chase Anderson	41
Jim Armstrong	43
250 B	
Rick Guidice	10
Rick Adam	10
Ron Colombo	12
125 B	
R. Beard	36
M. Terry	41
M. Macy	68
250 C	
B. Saxton	23
Wally Jacks	29
Tom Bonnell	31
175 C	
D. LaForest	11
Jim Strenfel	20
C. Jensen	22
POWDER PUFF	
Nora Mulvain	41
Kathy Tuma	64
Shirley Sutliff	66
2nd TEAM	
Jim Strenfel	20
Brian Tajii	20
Mark Lucas	28
YOUNGEST FINISHER	
Mark Lucas	28
125 C	
Brian Tajii	20
M. Lucas	28
Eric Stowell	30
1st TEAM	
Ron Cash	16
David Ow	16
Don Matheson	16
3rd TEAM	
Jack Cartwright	22
John Carpenter	41
Tom Jones	23
OLDEST FINISHER	
Harry Caylor	49
HARD LUCK TROPHY	
Ron Martinez	

MX Mini Nat'l.
Kent, Wash.
June 27, 1976
By Sue Sykes

MINI A MOD	
Eric Eaton	Hon
Jeff Hayden	Yam
Mike Felt	Yam
MINI A STOCK	
Lance Schoening	Yam
Eric Eaton	Yam
Scott Tyler	Yam
MINI B MOD	
David Holloway	Yam
Roger Zoerb	Yam
Ray Fricks	Yam
MINI B STK	
Joel Straub	Yam
Duane Morris	Yam
Dawane Smith	Yam
SMALL WHEEL	
Jeff Abbot	Hon
Mike Larson	Hon
Scott Grimm	Hon
GIRL'S RACE	
Shelley Pierce	Yam
Denise Goodin	Yam
Donna DelVecchio	Hon
DAD'S RACE	
Marshall Eaton	Hon
Wayne Fotenberry	Hon
Loyd Mullen	Suz

AMA Speedway
San Jose, Cal.
June 26, 1976
By W.H. Spencer

SCRATCH MAIN	
Rich MacMurray	
Dennis Robinson	
Mike Faria	
Paul Orlandi	
SCRATCH CONSOL	
Cliff Ball	
Duane Yarrow	
Dave Cooper	
HANDICAP MAIN	
Rich MacMurray	
Dennis Robinson	
Mike Faria	
HANDICAP CONSOL	
Cliff Ball	
Dennis Robinson	
Jerry Baugh	
DIV II MAIN	
Tony Alves	
Dennis Pyeatt	
Marty Lewis	
JR SPEEDWAY	
Lance King	
Ron Kirby	
Don Kirby	

Spillway Park MX
Santa Maria, Ca.
June 27, 1976
By Bill Morley

MINI JR	
Steve Wilhelm	Yam
Mike Phelps	Yam
Bill Andersen	Yam
MINI INT	
Terry Hansen	Yam
Joe Dyer	Yam
MINI EX	
Bobbie Perry	Yam
OPEN JR	
Doug Hurt	Yam
David Rodgers	Suz
OPEN INT	
Jeff Elrod	Kaw
Mark Force	Yam
Ray Marshall	Suz
100 JR	
Charley Jones	Yam
Keith Almond	Yam
Robbie Johnson	Kaw
100 INT	
Bobbie Ward	Suz
Burl Beveridge	Suz
125 JR A	
Troy Lockhart	Suz
Dick Shepherd	C-A
Pat Streiff	Hon
125 JR B	
Robert Gordon	Yam
Jeff Knudson	Hon
Ron Atchley	Hon
125 INT	
Scott Kile	C-A
Greg Bergman	Kaw
Rob Weaterby	Yam
125 EX	
Ronnie Mendenhall	Hon
Steve Kusanovid	Yam
Fred Perry	Hon
250 JR	
Tony Milner	Hus
Bobbie Martindale	Suz
Clinton Carr	Suz
Steve Blythe	Yam
250 INT	
John Hopkins, Jr.	Yam
David McWhorter	Suz
John Lawson	Hus
250 EX	
Allen Griswold	Bul
Bill McElmurray	Mai
Rusty Baron	Hus
OPEN EX	
Rusty Hunt	CZ

AMMA Cal-Expo Speedway
Sacramento, Cal.
June 25, 1976
By W.H. Spencer

SCRATCH MAIN	
Barclay Trehal	
Mike Rooney	
Rich MacMurray	
Paul Orlandi	
HANDICAP MAIN	
John Cook	
Dennis Robinson	
Paul Orlandi	
HANDICAP CONSOL	
Mike Faria	
Cliff Ball	
Greg Ferguson	
DIV II MAIN	
Mike Cannon	
Dennis Hartschorn	
Don Loveless	
JR SPEEDWAY	
Lance King	
Sam Bast	
Steve Lucero	

D-36 ST
Oakdale, Cal.
June 26, 1976
By Ann Carr

MINIS	
80 NOV	
Mark Key	Yam
Scott Rose	Chap
80 JR	
Scott Nugent	Yam
Larry Dunnagan	Yam
80 EX	
Doug Chandler	Yam
Tracy Hays	Yam
John Rabideau	Yam
100 NOV	
Brian Buzzini	Yam
Jimmy Womack	Suz
100 JR	
Richard Richichi	Yam
Richard Thurman	Suz
100 EX	
Doug Chandler	Hod
Marvin Lewis	Yam
MAXIS	
100 NOV	
Scott Baker	Yam
Steve Orozco	Yam
125 NOV	
Eric Watts	C-A
Ken Rorabaugh	Yam
Gary Heywood	Yam
125 JR	
Terry Adams	Suz
Randy Loewen	Yam
Mike Chaoon	Yam
125 EX	
Mitch Davidson	Yam
200 NOV	
Debby Rocha	Yam
Rick Rose	Bul
250 NOV	
Jack Grenig	Bul
Mike McFarren	Hon
Ken Dunnagan	Hon
250 JR	
Ben Zakarian	Kaw
Steve Nichols	C-A
250 EX	
Alex Jorgensen	C-A
Dave Faria	Yam
Kim Jorgensen	C-A
360 NOV	
Kelly Dunnagan	Hon
Rafe Heath	Hon
360 JR	
Frank Souza	Bul
Jeff Cahoon	Bul
360 EX	
Carl Yerby	Hon
Dennis Huff	Bul
Danny Miles	Hon

TT Scrambles
Elsinore, Cal.
June 26, 1976
By Andi Gangewer

MINI BEG NOV	
Jeff Abel	Yam
Jim Snow	Yam
Jim Livingston	Hon
100-125 BEG	
Don Young	Yam
Scott Sherwood	—
Frank Artiglio	Yam
100-125 NOV	
Robert Burns	—
Chris Chandler	Hon
Ken McIntyre	Hon
50 BEG NOV	
Andy Bautista	Hon
Jim Wright	Yam
Fred Parker	Yam
OPEN NOV	
Gene Chandler	Yam
Dwayne Locke	Yam
Mark Kackstetter	Mai
125 AM/EX	
Steve Polson	Yam
Jack Smith	Yam
Tom DeMarco	Hon
250 AM	
Dorothy Rowe	Yam
Gary Smith	—
Scott Polson	—
250 EX	
Eddie Beeson	Yam
Joe Steffen	Yam
Steve Loomis	Yam
OPEN AM	
Earl Parker	—
Flip Binkley	Yam
Glen Rees	Mai
OPEN EX	
Rod Sexton	Yam
Ed Steffen	Yam
Dan McWhorter	Yam
SPEC EX	
Dan McWhorter	Yam
Rod Sexton	Yam
Chris Choisser	Yam

CMC Scrambles
West Sacramento, Cal.
June 11, 1976

VETS & OLD TIMERS	
Frank Escobar	
Scott Gerhardt	
Philip Lenerd	
MINI JR	
Eugene Franklin	
Ken Cummins	
Jim Baxter	
MINI EX	
Greg Bonovich	
Kelly Langseth	
Shawn Walkingstick	
100 JR	
Jeff Deaton	
Alan Ferreria	
Ron Brown	
125 JR	
Mike Zimmerman	
Ed Cummins	
Jon Yourd	
125 INT	
David Wetherbee	
Kendall Powers	
Marvin Woods	
250 JR I	
Jim Englebright	
Tony Sauer	
Brad Ruddell	
250 JR II	
Terry Murphy	
Tim Culpen	
Mike Andrews	
OPEN JR	
Rick Flowers	
Doyle Jester	
Brad Hood	
OPEN INT	
John Land	
Doug Pyne	
Wayne Johnson	

Territorial M/C Racing Assn.
June 27, 1976

MINI BEG	
Darin Loesch	Yam
Tracy Phillips	Yam
Pam Claussen	Yam
MINI JR	
John Davidson	Yam
Clifford Phillips	Yam
MINI EX	
Brian Loesch	Yam
Andy Bruhn	Yam
Dan Bennett	Hon
100 JR	
Ryan Fisher	Yam
Steve Henderson	Yam
Tom McCallum	Suz
100 EX	
Bob Skolaski	Yam
Scott Miller	Hod
Kermit Zerr	Yam
125 JR	
Kelly Olivas	Hod
Jeff Farley	Hon
David Hanson	Hon
125 EX	
Steve Copley	Yam
Scott Lancaster	Hon
Terry Wells	Kaw
200	
Gary McDowell	Bul
Del Seitzinger	C-A
250	
John Wincewicz	Suz
Scott Lancaster	Hon
Tom McCullough	Bul
400 AM	
Dan Horton	Bul
Phil Harless	Bul
Terry McCullough	—
750 AM	
Rob Muzzy	Yam
400 PRO	
Teddy Davidson	Yam
Eddie Lawson	Bul
Sonny Burres	Kaw
400 PRO	
Lester Huey	Nor
Billy Oliver	Yam
Del Spinney	Bul
750 PRO	
Sonny Burres	Tri
Lester Huey	Suz
Gary Davis	Bul

Escape Country MX
Trabuco Cyn, Cal.
July 4, 1976

SUPER MINI	
Ricky Blair	Yam
Warren Day	Yam
SUPER MINI BEG	
Ed Jackson	Hon
Duane Headworth	Yam
Joe Criqui	Hon
SUPER MINI NOV	
David Hooper	XR
SUPER MINI INT	
Chris Morey	—
SUPER MINI EX	
Greg Waldrup	Yam
200 BEG	
Chris Overland	Suz
100 NOV	
Randy Bojorquez	Suz
Tim Willmuth	Hon
100 INT	
Mike Auer	Hon
125	
Don Mangan	Suz
Fee Fee Williams	—
Tony Romero	Yam
125 BEG	
Shawn Hughes	Hon
Robert Clark	Yam
Rick Umbarger	Yam
125 NOV	
Joe Crozer	D&C
Mike Donovan	Hon
Gene Van Dyke	Yam
125 INT	
Bob Vasicaek	Hon
Terry W. Lee	T&M
250	
Ray Sloan	Hon
David Lee Wooten	—
250 BEG	
John Criswell	Suz
Buzz Niles	Suz
250 NOV	
Ken Day	Suz
Eddie Drake	Suz
Monte Day	Mai
250 INT	
Tim Criswell	JBS
Joe Licciardi	Suz
OPEN BEG	
Gary Goodger	Mai
OPEN NOV	
Frank Leal	Suz
Denis Strandberg	Mai
OPEN INT	
Bob Perez	Mai

Scrambles
Salinas, Cal.
June 27, 1976
By Burt Dinner

100 NOV	
M. Busby	Yam
125 NOV	
K. Hugill	Kaw
R. Cunnington	Hod
200 NOV	
R. Silva	Yam
250 NOV	
R. Robinson	Suz
K. Digges	Kaw
250 JR	
K. Robicheaux	Yam
OPEN NOV	
R. Waters	Tri
H. Kalisiak	Bul
OPEN JR	
T. Hlebo	Yam
K. Robicheaux	Bul
OPEN EX	
M. Carothers	C-A
D. Spence	Yam
J. Tavis	Hon

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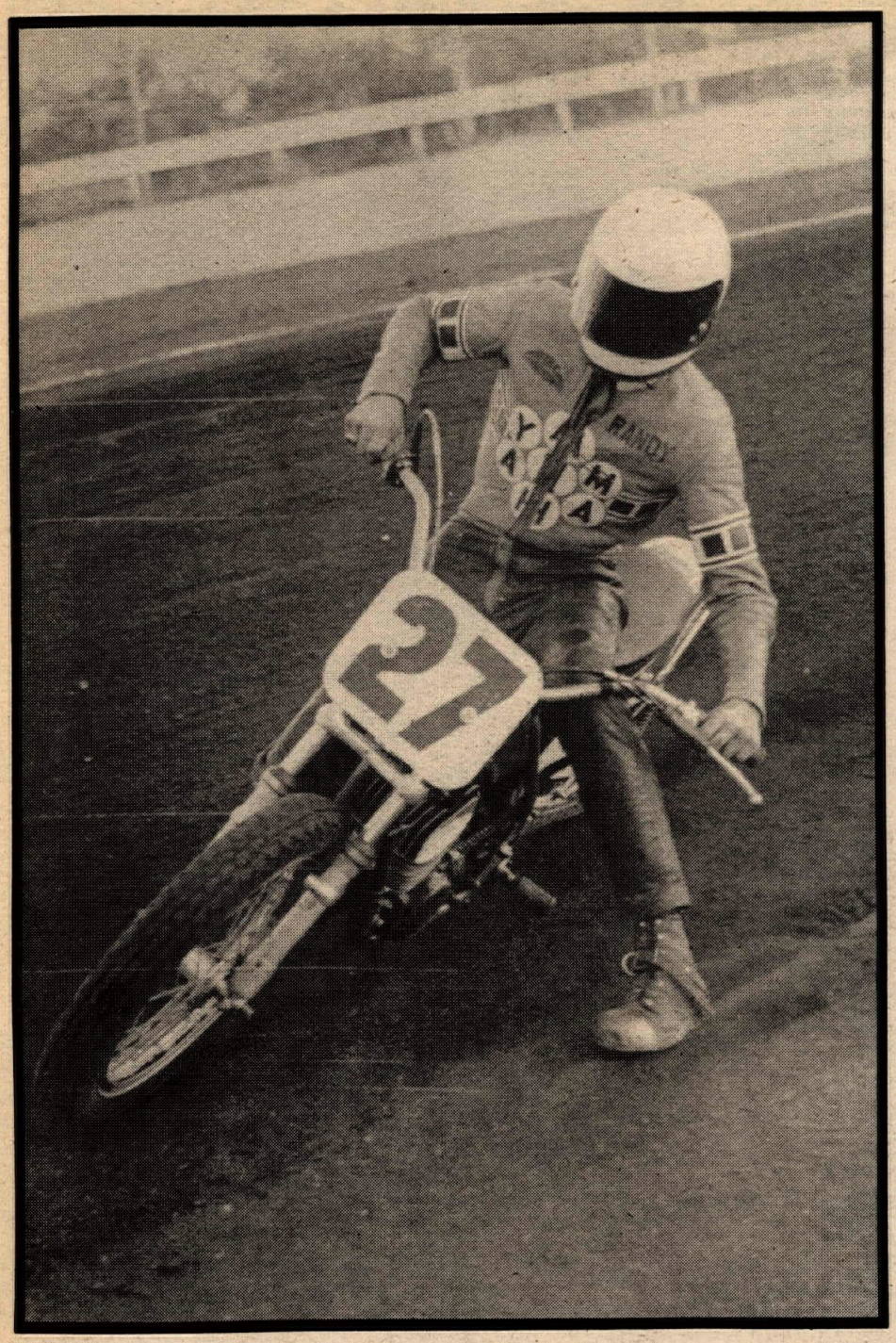
Veterans – Bill Burkhart

CENTRAL PIPELINE



PHOTOS BY FRANK HARRISON

Randy Humphrey's (27) and R.J. Ware try a knee in - knee out comparison at the Abilene Speed Bowl short track.

Willard Kelley grabs the checkered handle for the victory lap.

Newcastle Enduro

By Team Turtle

NEWCASTLE, WYO., JUNE 27

The eight annual Newcastle Enduro was won by Yamaha ISDT Team member, John Fero with a score of three points lost. John, who said: "I screwed-up," was riding a slightly tricked-out 400 Yamaha. Second overall and winner of the 125 class was Stephen Mattiesen with a score of four.

Nearly 200 riders from the surrounding states and as far away as the Province of Ontario entered and started off at two on the minute at 9:01 in the morning.

The course, set east of Newcastle in the Black Hills National Forest, was 85 miles of trails, fire roads and short stretches of graveled roads. There were seven checks and speed averages of 18, 21, and 24 miles per hour. The main feature of the course was downed timber. Since no route sheet was provided, the speed and distances were not known in advance. Speed changes were made only at the checks.

It was a good run, then again with seven years experience, the Newcastle Motorcycle Club knows what they're doing. They were helped by fine weather and moist dust free ground (eight inches of snow fell a week earlier). Not one discouraging word was heard, not even a protest. Scores were tallied and posted and the trophies to five places in each of the four classes presented by 5 o'clock.

This was the first SRAC Championship Enduro of the season, and the SRAC members, a small percentage of those entered, received points towards the 1976 Championship. Brian Iler, last year's SRAC Enduro Champion, was the first SRAC member in the 175 class. Gary Palmgren, an SRAC member from Colorado Springs, won the 250 class with a score of 12. John Worcester, an SRAC member from Steamboat Springs won the Open class with a score of six. The first SRAC member in the 125 class was Terry Grisham from Berthoud. Team Turtle members, Dave Beck, Open; Glen Wise, 175; and Don Burgener, 125 placed well down in the results, but just wait until next year. ●

Results in Results Section.

Wharton wails at Conroe

By Mark Knowles

CONROE, TEX., JUNE 27

Mike Wharton (Suz) was in top form today at Cyclesport MX Park and proved unbeatable in both the 125 and 250 Expert classes while Keith Duffy topped the Open Experts.

Mike Wharton took command of the day's racing by simply taking over the lead within seconds after the gate dropped and pulling away more and more each lap until the moto's end. Terry Strother (Hon) tried to [illegible]

Wharton's pace but was held to second some 20 seconds back both motos. Phil Mayer (Hon) held consistent positions finishing 3-4 for third overall ahead of new Expert Rick McCroskey (Hon).

Wharton displayed similar dominance in the 250 Expert class with brief challenges coming from Kelly Donaldson (Hon). Donaldson put his Honda into an early lead of both motos but Wharton was not to be denied victory as he quickly passed to win both motos. Donaldson finished runner-up both times to hold second while close behind Randy Choate (Yam) 4-3 edged Oliver Rutledge (Hus) 3-4 for third.

With only five riders on the line for the Open Expert class, few spectators doubted that Keith Duffy (Suz) would emerge winner. Taking it easy, Duffy blasted through the first turn and wheelied away unchallenged for an easy victory. Kelly Donaldson returned to the starting line to match his 250 against the Open class machinery and ended up second overall with a 2-3 placing. Oliver Rutledge (Hus) also returned to action for third place cash ahead of Terry Guidry (Suz).

Results in Results Section.

Abilene Speed Bowl Short Track

By Frank H. Harrison

ABILENE, TEX., JUNE 26

The third in a series of Pro/Am Short Track races under the able direction of ex-Expert Professional Freddie Beal came off smoothly at Abilene Speed Bowl tonight. With a group of over 60 riders and a perfect facility, the spectators were treated to a first class show.

With all qualifying heats out of the way along with a threatening summer shower in the distance to cool things down a bit, the track got hot again with the Trophy Open Main. Willard Kelley (Yam) was quickest followed by Andy West of Abilene Custom Cycles. There was an elbow to elbow change when West took over the lead while Chris Englett moved into second and the finish was West, Englett and Kelley.

The 250 Main saw Mike Kidd's younger brother Gary do what Mike is good at as he put his Track N' Trail Bul out in front on the first lap while a battle developed between Brownwood Yamaha's Terry McDonald and Abilene's Randy Humphreys for second. With everyone watching the second place duel, three bikes went down in the back ranks and a re-start was necessary. This time Kidd must have been wishing he was with Brother Mike at Columbus as he restarted slow and back in the pack. His work was cut out for him as Humphreys got a good lead followed by McDonald. Kidd finally moved into third, but almost lost it again as he missed a gear with R. J. Ware of Reeves Cycle Shop on his heels, but Kidd charged on and finally passing McDonald and was closing the gap on Humphreys at the flag.

The 360 Main saw Andy West out in front again as Willard Kelley was nipping at his shocks while two Reeves Cycle riders Jerry Funderberg and James Huddleston, both on Buls, elbowed for third. In the back Ed Begley on his Dahlgren Yamaha and Gary Kidd were coming on strong, but first Begley went out and Kidd fell, leaving West, Kelley and Funderberg a clean finish.

In an effort to educate motocross riders into short track a special class was run for full knobby motocrossers; and rough and tumble it was, as Max's Kawasaki mounted Harold Boyce took the lead followed by Abilene Custom's Carl Cox. But after a spine wrinkling duel on the hard oval one rider highsided in turn two stopping the race at the white flag lap, leaving Boyce in the lead, Mike Peace second and Cox third.

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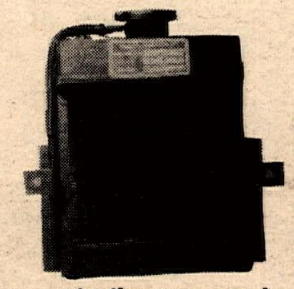

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Brad Zimmerman of Popular Cycling magazine (May issue) was also highly pleased with the Shinobi Head system: "...the bike pulled sooner, stronger, and smoother..." and "after about ten hours, we could find no evidence of any carbon build-up in the cylinder head, piston crown or spark plug."

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CALENDAR

Calendar listings are a free Cycle News service. Check on an event by calling the phone number listed before going. Information, changes, and cancellations are the sole responsibility of the promoters. All information MUST be in writing. We will not accept calendar items without the name and current phone number of the person sending us the information. We are absolutely not responsible for any information given over the phone. We reserve the right to edit all calendar listings and to reject information not meeting our guidelines. All calendar items must arrive by noon Thursday for the following week's issue.

July 15

NSL & SRA SPEEDWAY
Irwindale Raceway, Irwindale, Calif. Take 210 Fwy. to Irwindale Ave. Starts 8 pm. Entry $5. National Speedway League. Adm. $3.50 adults, Jr. (13-16) $2.50. Kids 8-12 $1. 213/334-4949.

CMC MOTOCROSS
Ascot, Gardena, Calif. Gate open 5 pm, prac. 6-7, race 7:30. Admission $3. HS students $2. Free parking. Trophies & prizes. 213/323-1142.

July 16

CMC SEMI PRO ROUGH SCRAMS
Sand Hill Ranch, Brentwood, Calif. Sign up 3-5:30 pm, race 6. 100% Ex. p.b. + $15. 415/634-3328, 634-2086.

FREE TT & H-M SCHOOL
395 Cycle Park, Adelanto, Calif. By Mike Laney, No. 1. Bring bikes. 7-9 pm. No chg. to watch.

AMC NITE MX
O.C.I.R., East Irvine, Calif. Gate open 5 pm, prac. 6, race 7:30 pm. All entries $6. Free rider gate. 200% p.b. to Pros (inc. minis & 100). $3000 med. ins. 714/581-2778.

CMC MX
Seattle International Raceway, 5 mi. E of Auburn, Wash. off Hwy. 18. Starts 7 pm. Entry $4 mini, $5.50 Jr/Int, $8 Pros. 100% Pro p.b. 206/631-1550.

MARK WILLIAMS BENEFIT TT
Oregon Sidewinders Track, Clackamas, Ore. 8 pm. $2000 AMA TT. $2 of each admission chg. goes to Mark Williams Benefit Fund. 503/659-1830, 659-1022.

D-36 SEMI PRO TT
Lodi Cycle Bowl, btwn. Stockton & Lodi, CA. E. 8 mi. Rd. exit, North Frontage, to end Morse Rd. Sign up 5-7:30 pm, race 8 pm. Entry $4. High Pt. prac. 6:30-7:30 pm. Lodi MC. 209/931-3722, 368-7182.

MOTORCYCLE SWAP MEET
National Orange Showgrounds, San Bernardino, Calif. 6 pm-11 pm. Sellers spaces $8. R.G. Canning's Show Headquarters, PO Box 400, Maywood, Calif. 90270.

AME MOTOCROSS
Antelope Valley Fairgrounds, Lancaster, CA. Antelope Valley Fwy. to Ave. I, E to 3rd St. E. N to gate. Gate open 4:30 pm, race 6:30. Entry $7/$12 Pros. Cash to Pros, 30% brass. No Beg. class. 805/942-2671.

CENTRAL

ROSS DOWNS AMA PRO SHORT TRACK
Ross Downs, on Hwy. 121 Business btwn. Ft. Worth & Grapevine, TX. Prac. 7 pm, race 8. $1200 purse. 214/276-0409, 481-1071.

D-20 AMATEUR FLAT TRACK
Buffalo Park Speedway, 2 mi. W of 135E on Beltline Rd. in Carrollton, Texas. Pits open 6 pm, race 8 pm. 214/241-9135, 242-8117.

July 17

HALF MILE CHAMPIONSHIP
395 Cycle Park, Adelanto, Calif. No memb. req. $5 entry. $2 gate. On camping free. Championship brass. Bicycle H-M race at Intmer. 25 cents all classes. Sign up 6-7:15. 714/246-6109.

CMC SEMI PRO MX
Action Raceways, Redding, Calif. S 99 to Clear Crrek Rd., W 8 mi. to water tower, L at Cloverdale Rd., 3 mi. to track. Gate open 4 pm, race 7:30 pm. Entry Ex/Pro $15; Nov/Am $8; Pee Wee $4. 100% Ex. p.b. 916/241-1100.

CRC MOONSHINER NITE ENDURO
Charlie's Place, Red Mtn., Calif. A,B,&C rider, Women & Minis. 1-loop, 45 mi. 11 p.m. start. Mail entry must be rec. by July 14. 20% brass & fin. pins. Super easy, fun course. No CRC pts. Mail $15 & 2/sase to CRC, 7601 Arlington Ave., Riverside, CA. 92503. Post entry $20. CRC memb. deduct $2. 714/689-6114.

D-37 TT SCRAMBLES
Elsinore Raceway, Hwy. 71 & Lugonia, Elsinore, Calif. Entry $3.50, gate $2. Sign up 5:30-6:30 pm, prac. 6:30-7:30, race 8 pm. Gripsters MC, PO Box 272, Placentia, CA 92670. 714/523-8979.

SRA DIV II SPEEDWAY
South Bay Park Spdwy., Chula Vista, CA. S from Chula Vista on I-805, take Otay Mesa Rd. exit, E 5 mi., across from Brown Field Airport. Starts 8 pm. Student night. $1 off to school ID holders. $3 gen. adm., 8-12 yrs. $1. 714/420-7414.

July 17-18

W/ERA NAT'L. RR
Ontario Motor Speedway, Ontario, Calif. $3250 purse. W/ERA/AFM/CMC/AMA Pro lic. OK. $18 first bike, $7 additional. Antique MC show & MC/CB/Auto swapmeet. Hot line 714/623-0082.

SPEEDWAY SCHOOL
Ken Maley Ranch, near Corona, Calif. Mike Bast instructing. Two day session with video playback. Limit 10 students. 714/735-0540.

July 18

DRA DESERT RACE
California City, S of Galileo Hill. Limed from 17 mi. N of 4/Corners Hwy. 395, L side, also from Cal City Golf Cse. Start 9 am. Water truck for desert showers. DRA pts., fin. pins, 20% brass, $390 purse. $3000 med. ins. 714/373-4647.

CMC JR/INT MX
Saddleback Park, Orange, Calif. No Pros. Gate open 7:30 am, prac. 8, race 9:30 am. CMC lic. req. $7 mail entry, $10 post. $2500 in merchandise. CMC, PO Box 1402, Costa Mesa, Calif. 92626.

AFM NORTH ROAD RACE
Sears Point Rcwy., Hwy. 37 & 121 in Sonoma Cty., Calif. All classes. Pre-entry deadline July 14. $15 first bike, $7 extra class. Post $18/$8. Gate open 8 am, prac. am, race pm. AFM, 6548 Wyndham Dr. No. 2, Sacramento, Calif. 95823. 415/938-3178, 547-2947.

D-37 DUAL EURO SCRAMS
5 mi. N of Soggy Dry Lake, Limed from Lucerne Valley, Calif. 8 am start. $6 entry "Double Points European Scrambles." Checkpoints/Doublecrossers MC. 213/697-2978 after 7 pm.

D-36 MOTOCROSS
Prison Hill, Carson City, Nev. T-Car exit E of Carson City — go 1 mi. past T-Car. 8 week summer Hi Point series. Sign up 6:30-7:30, Prac. 7:30-8:30, race 9 am. Entry Nov/Am $9, Ex. $20. Semi-Pro p.b. All classes, minis, OT, PP brass. $3000 med. ins. R TEAM, 6325 Blackwood Rd., Sun Valley, Nev. 89431. 702/673-1124.

AMC $600 MX
De Anza Cycle Park, Sunnymead, Ca. Entry $7/$12 Pros. Gate open 7 am — race 9. $3000 med. 30% brass. 714/581-2778.

CRC MOTOCROSS
Indian Dunes, Valencia, Calif. Int'l. course. All classes, minis & gals welcome. 3 motos Spetsmn. 2 long motos Ex. Cash to Ex. 50% same day brass others. $3000 med. ins. $10/$12 Ex., $8/$10 Sptsmn. entry. Gate open 7 am, race 9:30. 213/830-7519.

D-36 SCRAMBLES
San Jose Fairgrounds, San Jose, Calif. Six race series. Dbl. Black Plate pts. for all 6 races. No dbl. pts. for minis. Four top Ex. in series win expense money for Western Regional Championship at Tulare. Nov/Am go for high series brass in engine sizes.

TT SCRAMBLES
Del Norte Cty. Fairgrounds, Crescent City, Calif. Prac. 10 am, race noon. Entry $5. Del Norte Racing Assoc. 707/464-2983.

BOSS CMC SEMI PRO MX
Argyll Park, Hwy. 113, 12 mi. S of Dixon, CA. Gate open 6:30 am, race 9. Entry $8/$15. New track layout, 30% brass, 110% p.b. to Ex. All classes. 916/635-5240.

SRA RIVERSIDE GP
And Las Vegas T-shirt contest at Riverside Int'l Raceway. One hr. event over all sort of terrain. Beg. Nov. Adv. classes. 20% brass & Fin. pins. ON camping ok. Gate open Sat. 4. 213/320-1015.

SHORT TRACK
Flagstaff, Ariz. Koch Field. Prac. 10:30 am, race noon. Entry $5/$10 Ex. 100% Ex. p.b. All classes. 602/779-2475.

D-35 MOTOCROSS
Spillway Park, Santa Maria, Calif. Hwy. 101 to Broadway exit, follow signs into riverbed. Sign up 7-race 9. Entry $5/$11 Ex. Free camping, 100% Ex. p.b., same day brass. $4000 med. ins. 805/937-6171.

W/ERA MOTORCYCLE FAIR
Ontario Motor Speedway, I-10 to Haven exit, Ontario, Calif. Admission $4. MC swap meet, custom & cafe show, poker run, manufacturers display & W/ERA National RR. W/ERA MC Fair, PO Box 23, East Irvine, Calif. 92650. 714/559-0199.

MOTOCROSS
Edwards AFB, Corner Forbes & Lancaster Ave. Antelope Valley Fwy. to Rosamond. Rosamond Blvd. to Edwards. Sign up 7-8:30 am, race 9. Entry $6. No Pro class. Same day brass. Free camping. Watch free. Desert Wheels MC. 805/258-4250.

D-35 SCRAMBLES
Fresno District Fairgrounds, Kings Cyn. & Chance Ave., Fresno, Calif. Starts 6 pm. Entry $$ $ $1 ins. Benefit for Fresno Soccer Foundation. Rider sign up 12-4 pm. Prac. 3-5. Gen. Adm. $2.50. Fresno Soccer Foundation & Fresno MC. PO Box 11503, Fresno, Calif. 93773. 209/291-0963.

D-37 END DOES MX
Indian Dunes, Shadow Glen cse., Valencia, Calif. Sign up 7, prac. 8, race 9. Post entry only $8. D-37 riders $1 discount. No water crossings. 2/20 min. motos. OT, special 250 womens class, no hacks, no minis. $3000 med. Free drawing for prizes. End Does MC. 805/497-4983.

CMC BICENTENNIAL MX SERIES
Puyallup Rcwy. Park, Puyallup, Wash. Gate open 8:30 am, sign up 8:30-10, prac. 10:15-10:45, race 10:45 am. Entry $4 minis, $5.50 Jr/Int, $8 Pro. 100% p.b. Pros. 206/631-1550.

CMC SEMI PRO MX
Sand Hill Ranch, Brentwood, Calif. Gate open 7 am, race 9. CMC cd. req. 100% p.b. to Ex., 30% brass. Entry $8/$15 Ex. Sil. req. Rt. 2, Box 143c, Brentwood, Calif. 94513. 415/634-3328, 634-2086.

CENTRAL

TEXAS MX FINALS
Rio Bravo Cycle Park, Houston, Texas. All classes, mini-Over 30. Prac. 7-9 am, race 9:30. Entry Jr. $6, Int. $7, Ex. $12. Post entry Jr/Int $10, Ex. $15. $1500 Ex. purse (paid by moto) $2500 overall. Rio Bravo Cycle Park, 7919 Santa Elena, Houston, Texas 77061. 713/458-0090, 733-6744.

PARADISE VALLEY MX PK
Alvarado, Texas. I-35 exit on Greenfield & Barnsville off. Follow signs. Campers welcome. Split prog. Start 10 am. $900 Ex. purse. All classes. Big brass. 817/834-0571, 834-8053.

STATE CHAMPIONSHIP HILLCLIMB
Billings, Montana. S on Billings Blvd. across I-90 overpass; across new South Bridge then follow signs. Starts noon. Entry $8. $2000 purse. No chains or spikes allowed. Billings MC. 406/656-2056.

SHORT TRACK
Ft. Hood, Texas. Enter Ft. Hood at main gate & follow signs to Cowhouse Motorsports Pk. Starts 11 am. Entry $4. Brand new 1/8 mi. 60 ft. wide banked corner track. 817/532-2750.

July 20

CRC MX
Ascot, Gardena, Calif. Gate open 5:30, prac. 6-7, race 7:30. Admission $3, H.S. students $2, free parking, free rider gate. 30% trophies same nite. Cash payback to Experts. (213) 830-7519.

D-36 SHORT TRACK
Sonoma Cty. Fairgrounds, Santa Rose, Calif. 300 rider limit. Class C traction. Semi Pro event. Banked smooth track. Sign up 5-7 pm, race 8 pn. Entry $3.50, Semi Pro $2 at sign up. 100% Semi Pro p.b. 707/763-3468.

July 22

CMC NIGHT MX
Fremont Rcwy., Fremont, Calif. Gate open 4:30 pm, race 7 pm. Entry $6 post. All classes. 166% Ex. p.b. 30% brass. $3000 med. ins. 415/881-1039, 278-4269.

NSL & SRA SPEEDWAY
Irwindale Raceway, Irwindale, Calif. Take 210 Fwy. to Irwindale Ave. Starts 8 pm. Entry $5. National Speedway League. Adm. $3.50 adults, Jr. (13-16) $2.50. Kids 8-12 $1. 213/334-4949.

July 23

D-36 SEMI PRO TT
Lodi Cycle Bowl, btwn. Stockton & Lodi, CA. E. 8 mi. Rd. exit, North Frontage, to end Morse Rd. Sign up 5-7:30 pm, race 8 pm. Entry $4. High Pt. prac. 6:30-7:30 pm. Lodi MC. 209/931-3722, 368-7182.

THE INVADERS MC

Grand Prix

A District 37 Point Event

September 4-5, 1976

Entries open July 19, 1976; Close August 20, 1976. Entry $12.00 — Post Entry $25.00 (Includes $1.00 for Dist. 37 legal Defense fund and admission for riders.) Saturday:September 4th 0-Open Novice — unclassified. Sunday: September 5th — Seniors, Womens Div., 0-Open am-ex. Starting positions determined by Postmark. Overnight camping, showers included in $4.00 spectator fee. Silencers — Spark Arrestors.

1½ Hour Races for all classes — Approx. 10 mile course — No water Crossing

At Oak Hill Wheel World, Phelan, Ca. — Highway 395, to the top of Cajon Pass, off at Oak Hill Road & Follow the signs. $4.00 Spectator fee. Rescue 3. Limited entries — Mail entries to:

0-175cc
Invaders GP
3365 Century Blvd.
Lynwood, CA 90262

176-250cc
Invaders GP
530 Newport Ave.
Long Beach, CA 90814

251-Open
Invaders GP
PO Box 2007
Sunset Beach, CA 90742

Senior — Women's Division
Invaders GP
7561 Industrial Way
Stanton, CA 90680

Send any standard entry form & 2 S.A.S.E. & photocopy of Rider Classification Card.

Entry information: 714/893-1766

AMA HALF-MILE
Manzanita Speedway, 35th Ave. & Broadway, Phoenix, Ariz. Starts 8 pm. Full Pro/Ex/Jr/Nov program. $1200 puse. 602/276-7575.

AMC NITE MX
O.C.I.R., East Irvine, Calif. Gate open 5 pm, prac. 6, race 7:30 pm. All entries $6. Free rider gate. 200% p.b. to Pros (inc. minis & 100). $3000 med. ins. 714/581-2778.

CMC MX
Seattle International Raceway, 5 mi. E of Auburn, Wash. off Hwy. 18. Starts 7 pm. Entry $4 mini, $5.50 Jr/Int, $8 Pros. 100% Pro p.b. 206/631-1550.

CMC NIGHT MX
Irwindale Rcwy., Irwindale, CA. Gate open 4:30 pm, prac. 6-7, race 7:30. Entry $6 per class. Watch: $3.50 adults; $2.50 Jrs., $1 kids 8-12 yrs. 213/334-4949.

CMC SEMI PRO ROUGH SCRAMS
Sand Hill Ranch, Brentwood, Calif. Sign up 3-5:30 pm, race 6. 100% Ex. p.b. + $15. 415/634-3328, 634-2086.

July 23-24

BLM MEETING
Bakersfield Dist. Multiple Use Advisory Comm. Bishop, Calif. Bank of American Conf. Rm. & Westerner Motel Conf. Rm. Field tour of Eureka Dunes (supply own transp.) discussion on re-chartering Eureka Dunes plan. Open to public. For oral stmnt. Chmn. Homer Harrison, c/o Bakersfield Dist. Mgr., BLM, 800 Truxton Ave., Bakersfield, CA 93301 by July 22.

July 24

OLY SUPERBOWL OF MX
Los Angeles Coliseum, downtown Los Angeles. STarts 8 pm. AMA/FIM event. Tickets $10-$7.50/Victory Circle $15. 213-747-7111.

D-36 TT & ST
Willow Creek Park, Willow Creek, CA. Hwy 299 to Willow Creek, turn at Chevron Sta. to Pk. All classes & minis. Sign up 4:30 pm, race 6 pm, 100% p.b. Entry $8/$12 Ex. Far West MC. 707/822-3654, 443-8031.

D-36 SEMI PRO ST
Pioneer Rodeo Grnds., btwn Oakdale & Escalon off Hwy. 120 then S on Pioneer Ave. Sign up 4-6 pm, prac. 4:30-6, race 7 pm. Entry $3.50/Semi Pro $6. 100% p.b. Oakdale MC. 209/869-1457.

SRA DIV II SPEEDWAY
South Bay Park Speedway, Chula Vista, Calif. S on I-805 from Chula Vista past Palm, take Otay Mesa Rd. exit & go E 5 mi. Gate open at 6 pm, races at 8. 714/420-7414.

ELSINORE TT
Elsinore Raceway. Hwy. 71 at Lugonia, Lake Elsinore City, Calif. Beg-Ex. sign up 6 pm, prac. 7, race 8 pm. Gate $2, race $3. 20% brass. Clubs & groups ride own class. 714/674-5383, 826-2386.

BMMC SHORT TRACK
Triangle Speedway, 2 mi. SW of Hermiston, Ore. on Westland Rd. Prac. 7 pm, race 8 pm. Entry $3 per class. 100% cash or brass p.b. Class C tires, sil. req. Blue Mtn. MC, Box 590, Hermiston, Ore. 503/567-5744.

CMC SEMI PRO MX
Action Raceways, Redding, Calif. S 99 to Clear Creek Rd., W 8 mi. to water tower, L at Cloverdale Rd., 3 mi. to track. Gate open 4 pm, race 7:30 pm. Entry Ex/Pro $15; Nov/Am $8; Pee Wee $4. 100% Ex. p.b. 916/241-1100.

CENTRAL

D-20 AMATEUR FLAT TRACK
Buffalo Park Speedway, 2 mi. W of 135E on Beltline Rd. in Carrollton, Texas. Pits open 6 pm, race 8 pm. 214/241-9135, 242-8117.

June 25

D-37 HARE SCRAM
Camp Rock Rd., Lucerne Valley, Calif. Start 9 am. Entry $7. 5th Annual Bota Run, Bota Bag contest Sat. 8 pm. Beg. go 1 loop. 2-36 mi. loops. Limed from Y Cafe. Spokbenders MC. 714/897-9745.

CRC MOTOCROSS
DeAnza Cycle Park, Sunnymead, Calif. All classes. Gals & minis welcome. 3 motos Sptsmn., 2 long motos Ex. Cash to Ex. 30% brass to others. Free camping. $10/$12 Ex., $6/$8 Sptsmn. entry. Gate open 7 am, race 9:30. 213/830-7519.

D-36 SEMI PRO & SPTS. H-M
San Jose Fairgrounds, San Jose, Calif. 100% p.b. to Ex. $5 pre-entry, $7.50 post. $5 pit passes, $3.50 grandstand. Open 7 am, race 12. Speedway Ent., 14 Camp Evers Ln., Scotts Valley, CA 95066. 415/327-4461.

HI DESERT MX EZ GRAN PRIX
395 Cycle Park, Adelanto, Calif. 100% starter brass to Beg. & Nov. 100% p.b. to Ex. $10 mail to Drawer 1220, Victorville, Calif. 92392. $14 post. 2 mi. cse. All classes. ON camping free. 714/246-6109.

SRA DESERT TEAM RACE
Limed 7 mi. N of Adelanto, Calif. on Hwy. 395. Short cse, 2-hr. races start 7 am for all classes. Switch every lap—either 2 riders on 1 bike or 2 bikes. Entry $8. Non SRA memb. $10. 213/320-1015.

BOSS CMC SEMI PRO MX
Sunnyvale PAI Track, Alivso Rd. in Milpitas, W to Caribbean Dr., R 2 blks to track on R. Race 9 am. Entry $8/$15. $500 guar. Pro purse, 30% brass. All classes. 916/635-5240.

SHORT TRACK
Flagstaff, Ariz. Koch Field. Prac. 10:30 am, race noon. Entry $5/$10 Ex. 100% Ex. p.b. All classes. 602/779-2475.

D-35 MOTOCROSS
Spillway Park, Santa Maria, Calif. Hwy. 101 to Broadway exit, follow signs into riverbed. Sign up 7-race 9. Entry $5/$11 Ex. Free camping, 100% Ex. p.b., same day brass. $4000 med. ins. 805/937-6171.

CMC ROAD RACE
Willow Springs, Calif. Hwy. 14 to Rosamond Blvd., 5 mi. All classes, GP, Prod., 4/stroke, GP, Cafe. Double points meet. Prize money & brass. Gate open 7 am, prac. 9, race noon. Pre entry $15/$17 post. CMC, 3407 W. Olive, Burbank, Calif. 91505. 213/842-7433.

CMC MOTOCROSS
Argyll Park, Dixon, Calif. Gate open 6:30 am, prac. 8, race 9:15. All classes inc. OT, Women, minis. Entry Ex. $15 post only. All other classes $7 mail/$9 post. 100% Ex. cash p.b. All others 30% brass. $3000 med. ins. Norcal MX. PO Box 1918, San Leandro, Calif. 94577. 415/881-1039, 278-4269.

CMC SEMI PRO MX
Sand Hill Ranch, Brentwood, Calif. Gate open 7 am, race 9. CMC cd. req. 100% p.b. to Ex., 30% brass. Entry $8/$15 Ex. Sil. req. Rt. 2, Box 143c, Brentwood, Calif. 94513. 415/634-3328, 634-2086.

AME SUMMER MX
Indian Dunes, Valencia, Calif. Gate open 7 am, sign up 7-8:30, prac. 8, race 9. Entry $7 mail, $10 post/Pros $12 mail, $15 post. Memb. req. 100% Pro p.b., 30% brass, gate prizes. $4000 med. cov. AME, 1421 Reseda Blvd., Reseda, Calif. 213/881-5778.

D-36 MOTOCROSS
Prison Hill, Carson City, Nev. T-Car exit E of Carson City — go 1 mi. past T-Car. 8 week summer Hi Point series. Sign up 6:30-7:30, Prac. 7:30-8:30, race 9 am. Entry Nov/Am $9, Ex. $20. Semi-Pro p.b. All classes, minis, OT, PP brass. $3000 med. ins. R TEAM, 6325 Blackwood Rd., Sun Valley, Nev. 89431. 702/673-1124.

it's happening with CRC
De Anza • Indian Dunes • Ascot
Coming soon — Escape Country!
Day Races | Night Races
Sunday — Day Races
July 18 — Indian Dunes
July 25 — De Anza
Night Races
Every Wednesday Night at Indian Dunes
TUES., JULY 20 AT ASCOT
info:213-830-7519

Mt. St. Helen's M.C.
presents
Our First Amateur Dirt Track Regional
The only one on the West Coast • Ride the Big Track, Home of the Nationals
Limited entries — send for your entry blank now
Race Sept. 4
CASTLE ROCK FAIRGROUNDS
Castle Rock, Washington
Classes: 0-100, 101-125, 126-175, 176-200, 201-250cc Single, 201-250 Twin & 251-360 Single
Send self-addressed postage paid envelopes to:
Chris Duvall, 3129 Field St., Longview, Wash. 98632

SRA COMING EVENTS
July 18 — Riverside G.P. & Las Vegas T-shirt contest.
July 25 — Desert Team Races — 7 miles North of Adelanto on Hwy. 395
August 8 — Crack O' Dawn Enduro (5:30 am) Women & under 16's go Saturday.
Sportsman Racing Association
PO Box 3882, Torrance, CA 90510
(213) 320-1015

Hi-Desert
E-Z MX Gran Prix
Sunrise Sunday, July 25
New 2 mile course at
395 Cycle Park
all classes: Minis, O.T., | + 3 wheels also
100% Starter Trophies
to Beg. Nov. 100% Ex. payback
mail $10 by July 20 to Drawer 1220
Victorville w/2 SASE
Post $14 714/246-6109

AMC
RACE SCHEDULE
July 18 — De Anza
July 25 — Saddleback
August 1 — Carlsbad
August 8 — Saddleback
INFO 714-581-2778

FREE CALENDAR LISTING

All events must be received by noon Thursday to appear in the upcoming week's Cycle News. No listings can be accepted by phone. Fill out blank at right and mail to: Cycle News CALENDAR, P.O. Box 498, Long Beach, Ca. 90801.

You must fill out this form complete with your name and phone number (so we can check back with you) and mail it in plenty of time for it to reach us by noon Thursday, in order for it to appear in the next week's Calendar section. The more weeks it runs, the better you look — so get it in early! No phone calls, please. We can only guarantee accuracy on items we get in writing.

Date of Event _____ Time of event _____

Type of event *(TT, MX, Enduro, etc.)* _____

Entry fee _____ Sanction _____

Location _____

Mailing address _____

How to get there _____

Additional information _____

Your name _____ Number to call for info *(with area code)* _____

HILLTOPPERS MC

IRRC ATTENDING

OVERNIGHT PARKING

GRAND PRIX

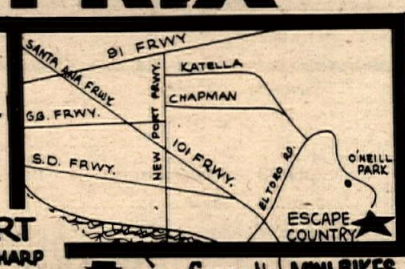
FREE GATE TO MAIL ENTRIES

SAT. & SUN. JULY 31ST & AUG. 1ST

FOR INFO. CALL (213) 428-4971 or (714) 898-4557

MAIL ENTRY $12. FREE GATE

POST ENTRY $15. + $2 GATE



SAT.	START 8 AM SHARP	SUN.	START 9 AM SHARP
8AM	0-175 NOV.	9AM	WOMEN & SENIORS
10AM	0-175 JR. EX.	11AM	250-JR. EX.
12 NOON	250 NOV.	1PM	OPEN NOV.
2PM	UNCLASSIFIED	3PM	OPEN JR. EX.
4PM	SIDEHACKS		

Sorry No MINI BIKES

1½ HOUR RACES

USE ANY ENTRY BLANK

!IMPORTANT! ENTRY MUST INCLUDE (2) S.A.S.E.'s MUST INCLUDE A PHOTO COPY OF YOUR RIDER CLASSIFICATION CARD!

SEND ENTRY w 2 SELF ADDRESSED, STAMPED, Legal Size ENVELOPES TO:

HILLTOPPERS MC
6340 INDIANA
Long Beach, Calif. 90805

DIST. 37 POINTS

OVERNIGHT PARKING ⟹ LE MANNS start

July 18

$600 Purse MX

De Anza Cycle Park

714-581-2778

AMC

Ride With The Best

CMC

Continental Moto-Sport Club

1st and 3rd SUNDAYS - SADDLEBACK
Jrs., Inter.: $7 mail, $10 post; Pros: $12 mail, $15 post Gate opens 7:30, sign-up 7:30-8:30, practice 8:00-9:00, first event 9:30

2nd and 4th SUNDAYS - CARLSBAD
Jrs., Inter.: $7 mail, $10 post; Pros: $12 mail, $15 post Gate opens 6:30, sign-up 6:30-8:30, practice 7:30-8:30, first event 9

Every other Wed. Night starting June 16th South Bay Park Speedway

ALL 5th SUNDAYS - SADDLEBACK
EVERY FRIDAY NIGHT - IRWINDALE

CMC LICENSE REQUIRED $8.00 PER YEAR

$3000.00 MEDICAL INSURANCE

CMC NO.1 RECEIVES NEW VAN!!

CMC Box 1402
Costa Mesa, Ca.
(714) 557-3323 MON-FRI 10am-3pm 92626

SADDLEBACK

Saturday Motocross
$3,000 Medical Insurance
2-30 minute motos — Jrs. & Beg.
2-40 minute motos — Int. & Pros.

July 17 — Superbowl of MX — 1st winners — Superbowl MX tickets — 2nd-Superbowl MX T-shirts — 3rd-trophies — cash to pros

24 hour Info call 714-830-8010
Gate opens 7:30, Practice 8:00, Race 9:00, Finished by 2:30

Beg., Jrs., Int., $8.00, Pros. $13.00
No membership or mail entry required.

Not affiliated with Saddleback Park

Race with AME

A.M.E.

—Indian Dunes—

Sunday, July 25 + Minicycles
Every Friday Night + Minicycles.

info: 213-881-5778

CRC

Combo Cross

Sunday, August 1st
INDIAN DUNES
1 — 45 min. race on extended course
714-689-6114

Repeal the law of gravity

395 CYCLE PARK *presents* 1976

Half-Mile Championship

Sat. Night, July 17

All Classes Championship trophies Entry $5
½mile bicycle race at intermission

Every Friday Night MX O.C.I.R.

200% payback to Pros
info: 714-581-2778

AMC

★★★★★★★★★★★★★★

Corona Raceway

MX Every Fri. Night
200% Expert Payback
30% Trophies
No High School MX competition
714-735-1705

REGULARLY SCHEDULED EVENTS

To list your regularly scheduled event, fill in the calendar blank and your event will run until cancelled. Free of charge.

WEST

Motocross

ASCOT
Gardena, Calif. 213/323-1142. CMC MX every Thursday night.

CANYON RACEWAY
Phoenix, Ariz. 602/992-0359. Every Sunday.

CARLSBAD RACEWAY
Carlsbad, Calif. 1st & 3rd Saturdays "Pro Pot Purse" days; 1st Sunday AMC; 2nd & 4th Sundays CMC; 3rd & 5th Sundays AMA Dirt Bike Promo. 714/727-1171.

CORONA RACEWAY
Corona, Calif. R.A.C.E. MX. 714/735-1705. Open MX every Friday night.

DeANZA PARK
Sunnymead, Calif. Every Saturday & Sunday. 714/653-2633, 735-1301.

ESCAPE COUNTRY MX
Trabuco Cyn., CA. 714/586-7964. Every Sunday.

EUGENE MX
Eugene, Ore. 503/344-0140. Every Sunday.

FREMONT RCWY
Fremont, Calif. 415/881-1039, 278-4269. Nite MX every Thursday.

INDIAN DUNES PARK
Valencia, Calif. 805/259-8000. AME 2nd & 4th Sundays. AME every Friday night.
Nite MX every Wednesday.

IRWINDALE RACEWAY
Irwindale, Calif. CMC Nite. 714/557-3323. Every Friday.

LIVE OAK RCWY
Yuba City, Calif. 916/674-3109, 674-3094. D-36 Semi Pro MX every Saturday nite.

ORANGE COUNTY INTERNAT'L RCWY
East Irvine, Calif. CMC nite MX. Every Wed 714/559-0199. AMC every Friday nite. 714/581-2778.

SADDLEBACK PARK
Orange, Calif. 714/558-1584. AMC MX 2nd & 4th Sundays: CMC MX 1st, 3rd & 5th Sundays: SAM MX every Saturday.

SANDHILL RANCH
Brentwood, Calif. 415/634-3328, 634-2086. CMC MX every Sunday.

SEATTLE INT RCWY
Auburn, Wash. 206/631-1550. CMC MX every Friday night 7 pm.

SOUTH BAY PARK
Chula Vista, Calif. 714/420-7414. CMC MX every other Wed. night.

Dirt Track

CORONA RCWY
Corona, Calif. 714/735-1705, 689-1913. Half-Mile, ST & TT every Wed. nite.

CYCLE LAND SPDWAY
Chico, Calif. CMC Sportsman Short Track every Saturday night. 916/342-9302.

ELSINORE RACEWAY
Lake Elsinore, Calif. Night TT. 714/826-2386, 674-5383. Every Saturday night.

FREMONT RACEWAY
San Jose, Calif. Every Wednesday night Short Track. 415/651-2545, 327-4461.

INDIAN DUNES
Valencia, Calif. 805/259-8000. Class C Short Track every 2nd & 4th Friday.

MANZANITA SPEEDWAY
Phoenix, Ariz. 602/276-7575. AMA TT Wednesday night.

MEDFORD RACEWAY
Medford, Oregon. 503/779-7779. AMA Sportsman Short Track every Friday nite 8 pm.

PERRIS RACEWAY
Perris, Calif. 714/657-3678. Short Track & TT every Saturday night 8 pm.

WEST CAPITOL RCWY
West Sacramento, Calif. Semi Pro TT every Friday night. CMC. Ends Sept. 10. 916/961-7484, 371-3050.

Speedway

CAL EXPO
Sacramento, Calif. AMA Class A Speedway every Friday nite. 916/489-0476.

SAN JOSE CTY FAIRGROUNDS
San Jose, Calif. AMA Class A Speedway every Saturday night.

SEARS PT Int'l Rcwy
Hwy. 37 & 121, Sonoma, Calif. 707/938-8448. AMA class A Speedway every Sunday afternoon.

SPEEDWAY
Hanford Fairgrounds, Hanford, Calif. SRA every Fri. night. 209/683-7730.

CENTRAL

Motocross

ANTELOPE CREEK MX
Borger, Tex. 806/273-6571, 857-3733. Every 2nd Sunday.

AUSTIN MX PARK
Austin, TX. Pro-Am, 512/451-2326. Every 1st, 3rd & 5th Sunday.

BARRON FORK MX
Tahlequah, Okla. 918/456-8421. Every 1st & 3rd Sunday.

BIG BLUFF MX
Wellington, Texas. 806/447-2101. MX every first Sunday of month.

BIG DUD
Albuquerque, N.M. 505/298-7013. First Sunday.

CENTEX MX PARK
Cameron, TX. Pro-Am. 817/697-2835. D-20. Every 1st & 3rd Sunday.

COAL CREEK RCWY
Lafayette, Colo 303/443-0825. 2nd Sunday.

CNTY LINE CYCLE PARK
Irving, Tex. Pro/Am every 2nd Sunday. 214/438-1919, 817/461-3710.

CYCLELAND MX PARK
Roland, Okla. Am/Ex/mini 2nd Sunday each month. 501/783-5822, 646-2148.

HI-NOON OPTIMIST MX
Big Spring, Tex. 915/263-1278. Pro-Am. Every 2nd Sunday of month.

INDIAN TERRITORY RACEWAY
Prague, Okla. 405/567-2241. 1st & 3rd Sunday.

KLEBERG PARK MX
Kingsville, Tex. 512/595-5266, 592-1902. Every 1st Sunday.

K & R PAULS VALLEY
Pauls Valley, Okla. 405/484-7546. Every 1st & 3rd Sunday.

LAKE WHITNEY CYCLE RANCH
Lake Whitney, Tex. 817/694-2901. Every 4th Sunday.

MANSFIELD RCWY MX
Mansfield, Tex. Every Friday night thru Sept. 817/267-9153, 237-8138.

MIDADO RACEWAY
Stephenville, Tex. Cross country every third Sunday of month. 817/965-6179.

MOSIER VALLEY MX PARK
Euless, Tex. Pro-Am. 817/267-5193 or 277-9917. Every 1st, 3rd & 5th Sunday.

MOTORCYCLE RACEWAY
Oklahoma City, Okla. 405/677-1381. MX every Saturday nite.

OAK HILL
Between Alvord & Decatur, Tex. 817/427-2663. Every 2nd & 4th Sunday.

OAK RIDGE PARK
Lufkin, Tex. Pro-Am. 713/634-3122. First Sunday.

OAK TREE MX PARK
Danbury, Tex. 713/849-4461 or 922-1145. AMA every 2nd & 4th Sunday.

PARADISE VALLEY MX PARK
Alvarado, Tex. 817/783-2778, 640-1994. Every 2nd & 4th Sunday.

RED RIVER MX
Bulcher, Tex. AMA D-20 Pts. every 1st & 3rd Sunday each month. 214/272-6165.

RIO BRAVO PARK
Houston, Tex. 713/991-3230 or 458-0090. Every 2nd, 4th & 5th Sunday.

SAN ANGELO MX
San Angelo, Tex. 915/655-5061. Every 3rd Sunday.

SAN MARCOS MOTOPARK
San Marcos, Tex. 512/392-5979. Every 2nd & 4th Sunday.

SEMINOLE COUNTY MX PARK
Seminole, Okla. Pro-Am. 405/382-5818. Every 1st & 3d Sunday.

SOONER MX PARK
Amber, Okla. Amateur. 405/672-9629, 239-8532. Every 1st & 3rd Sunday.

SOUTHWEST MX PARK
Lockhart, Tex. 512/398-3328. Every 4th Sunday.

SQUABBLE CREEK
Rockwall, Tex. 214/272-6376. Every 1st, 3rd & 5th Sunday.

THUNDER VALLEY MX
Stillwater, Okla. 405/372-7222.

TWIN OAKS PARK
Claremont, Okla. 918/341-1143. Every 2nd & 4th Sunday.

TURNPIKE MOTOPARK
SE corner Dallas/Ft. Worth Turnpike, Callas, TX. 522-5120. MX every 2nd & 4th Sundays

Dirt Track

BAYTOWN RACEWAY
Baytown, Tex. Pro-Am. 713/576-6025. Every Sunday.

BUFFALO PARK
Carrollton, Tex. AMA ST every Sat. night. Pro race every 1st Sat. 214/241-1359, 242-8117.

COLO. NAT'L SPDWY
Erie, Colo. Pro-Am. 303/443-0825. Every 1st & 3rd Friday.

DeANZA RACEWAY
Claremore, Okla. Short Track. 918/446-6650. Every Friday night.

ROSS DOWNS
Garland, Tex. AMA Am Short Track every Friday night 8 pm. PO Box 813. Garland, TX 75040. 214/276-0409.

Hillclimb

LAKE WHITNEY RANCH
Lake Whitney, TX. Texas Hillclimbers Assn. 214/337-7534. First Sunday.

WANT ADS

'73, 250 CR Husky — stock!
Perfect condition, never been raced fast, new 4.60 Trelleborg, two tanks, Skyway silencer, plastic GP replica fenders. Must sell to buy new Husky, perfect enduro, trail or fun MX bike. $795.00. Call after 6 p.m. (213) 421-4904. (26/TFN)

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Calling on dealers? Now you can add to your income. START your customers as BIKER dealers. For details, write to Biker Magazine, Box 2610, Long Beach, CA 90801. Attn: R. L. Nor Velle. (46/TFN)

CZ warehouse sale
Tremendous savings; brand new '75, 250 & 400 CZ red frames, 125 MXs & 250 enduros in the crate, sold on first come first serve basis. Free transmission ignition with each purchase. Prices at a loss to dealer cost. Ship anywhere in USA on pre-paid certified check or money order. (213) 772-1647. (25/TFN)

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All steel wheel truing stands fits any size wheel, with tire mounted, only $29.95. JRM, Rt. 3 Box 246, Sherwood, Oregon 97140. Dealers write on letterheads. (26/4x)

Mooch deals "Munai & Norstar Boots" $59.95
Close out on odd sizes, $51.95. Call for sizes. S & L Yamaha, 5938 Pacific Blvd., Huntington Park, CA 90255. Will ship anywhere. (213) 587-7244. (20/TFN)

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Most of the Finisher Pins you're wearing we made — Now — Buy factory direct. Save 20%. Cal-Mart Plating, 607 South Hill Street, Los Angeles, California 90014. (213) 623-6987.

Partsman
Full time, experienced only. Call Len, Custom City Yamaha (213) 635-4541. (23/TFN)

Swap meet
type parking lot sale. Bikes, parts, accessories, etc. New, used obsolete & antique. Sunday, July 18th, 8 a.m. till 3 p.m. Yamaha of El Monte, 2859 North Durfee, El Monte, CA 91732. (26/3x)

'75, 125 "Elsie", wife's bike
3½ gal. desert tank, skid plate, well-maintained. $500 firm. (213) 358-5615.

Must sell
"74" 250-350 reed racing chassis. Complete with fairing, seat, tank. All cables, Goodyears, and more. $600.00 or best offer. (714) 686-1728. (25/4x)

New Huskies
S & L Yamaha, 5939 Pacific Boulevard, Huntington Park, CA. (213) 587-7244.

AJS, Matchless, BSA, Triumph,
etc. Large inventory of spares & cycles. Complete restoration and maintenance service. Symonds Cycles, 5221 Laurel Cyn. Blvd., No. Hollywood, CA 91607. (213) 762-6368. (24/TFN)

Mechanics, "service manager" wanted
Experienced mechanics needed immediately. Year around position, salary open, good working condition, paid benefits. Suzuki, Norton, Moto Guzzi, dealer. S.F. Valley, Jerry (213) 849-7295. (27/TFN)

Northern California Motorcycle mechanic wanted
Serviceman only, 2 & 4 stroke, welding and machine work. Top wages and benefits. Write: Cycle News, P.O. Box 498 Dept. VH, Long Beach, CA 90801. (26/4x)

Mail order Bell helmets!
Moto Stars, 120s, Magnums & RTs. Rushed freight free to your door. Call or write: Dirt Riders West, 4545 N. 7th St., Phoenix, Ariz. 85014. (602) 266-7514. (26/4x)

Cycle trailers $176 & up
Major brand 2-5 rails — small or large wheels. Utility & car trailers also. Hitches, TI-downs & acc. All 20% off list. MSC, Sun Valley (213) 767-1757. (14/TFN)

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Multi/cyn. frame, L/H chair, large tank & seat, call diesel. This is a complete Wasp kit, not just parts! (216) 297-5731. (26/4x)

Yamaha 1975 TZ750B
Complete with fairing, new, 4,000. (217) 877-6872. (26/3x)

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Two positions open. Mechanic and partsman to work in English motorcycle shop. Must be experienced enthusiasts. Symonds Cycles (213) 762-6368. (24/TFN)

"Ol' Brown likes"
his new prescription goggles. You will too! Write Ellie Taylor's Goggles, P.O. Box 5023, Santa Barbara, California 93108. (22/EOI/4x)

'75½, 250 Pursangs-stock & trick
Two Buls, excellent condition, clean, fast, ported 250 with trick swingarm, up-pipe, and shifter featured in June issue of CN. $750. Stock 250, $600. Many spares. (213) WA 8-1248. (28)

*** Now in stock ***
YZ 250s, YZ 400s, TT500Cs, YZ 125Xs, XT500Cs, YZ 80Cs, & IT 400Cs. S & L Yamaha, 5938 Pacific Blvd., Huntington Park, CA. (213) 587-7244. (25/TFN)

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Low miles — 34mm Mikuni — plastic tank. Good condition — $600. (714) 642-8672.

TM125 Suz.
"73", excellent condition, new top and low end, forward mounted, NO. 1 fork kit, Turner pipe, $375. (213) 695-1029. (28)

Akront aluminum alloy rims
18 & 19-inch, 40-spoke. New, still in carton. $30.00. Contact Gino at "Biker" newsmagazine office. Phone: (213) 595-4753. (17/TFN)

1974 Jawa speedway
Excellent mechanical condition. Must sell, make offer. (714) 536-6995. (28/2x)

"New trailers"
3 bike/ramp — assem. or kit/F.O.B. Torsion bar, suspension weight 155 pounds. (213) 764-8392 or 762-3721. Trans-Ex Company, 7361 Ethel Avenue, North Hollywood, California. (31/TFN-E.O.I.)

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Wheels laced, $16.00. Trued, $6.00. Wheel off machine tire off. Call for appointment. (213) 439-8239. (2/TFN)

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'75 Honda — engine stock — fast and reliable. Extra 21" wheel and tires, $400.00. Call anytime (707) 642-5232. (28)

'75 CR125MI Elsinore
T&M head, FMF pipe, 32 Mikuni, C&J swingarm, S&W Freon shocks, 8½ inch travel front forks. Excellent condition. "THIS BIKE IS TRICK." Please call (213) 926-7922 (28)

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Also KTM and Montesa. Moore & Sons, Santa Cruz, CA. (408) 475-3619. (27/3x)

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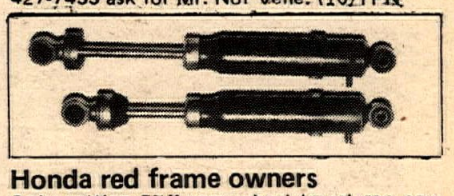
1967 Kawasaki F2-TR parts
Engine, gearbox, swingarm, frame, etc. Also "Gyt kit" cylinder, piston & head. Call (213) 427-7433 ask for Mr. Nor Velle. (10/TFN)



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Only getting 5¾" rear wheel travel can now get 7½. We modify, refill oil to nitrogen, along with our 6 month seals. Then compare your shocks with some of the higher priced models. Satisfaction guaranteed, $27.50 plus tax & postage. Hiiesalu Mfg. Co., 322 No. Lima St., Burbank, CA 91505. (213) 842-3280. (28/2x)

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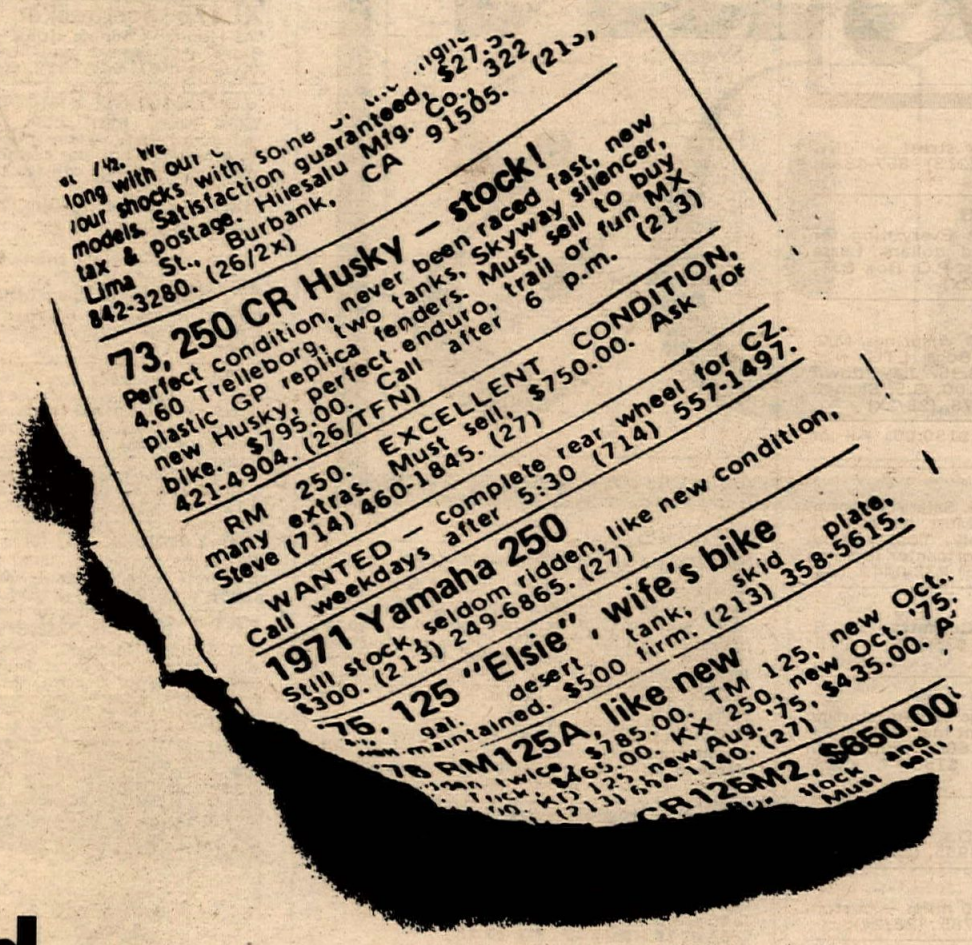

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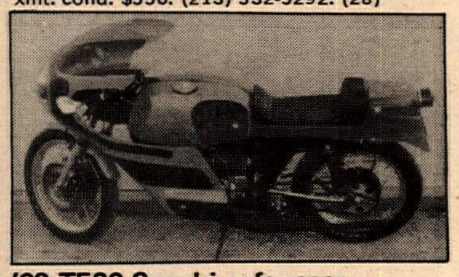

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Miller Mano prepared barrel & Super pipe, ported, 34mm Mikuni, Hi-rev Motoplat. $1300 invested. Sell for $850. Only two months old. (714) 778-6700 or (714) 581-2584 ask for Mike. (28)

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'75 Astro Bultaco — fast, just overhauled, polished crank, Mikuni carburetor, extra pipe, sprockets, extra tires. John Alves 74R, Princeton (916) 439-2402 after 5 p.m. (28)

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Increases fork travel without extending sliders off fork tubes. All machine and welding included. All Maicos '66 to '75. Increases travel to 8½". $64.95 without springs. $72.95 with springs. All Hondas with leading axle. Increases travel 1" over stock. $64.95 complete. Ottows Werks, 15156 Downey Ave., Paramount, CA 90723. (213) 531-8801. (28/EOI/2x)

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DID rims, big spokes, Metzelers, full floating rear brake, new tank, seat and fresh motor. Must see, $950.00 firm! (714) 525-7606 days, (714) 637-4817 eve. (28)

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Speedway bike J.A.P.
'1973' race ready, excellent condition, $1,000.00. After 4:30 p.m. (714) 595-4145. (28)

Parts
Custom front wheel, complete — Yam. 21", DID, alum. nipples — Ceriani fork tubes (C-1000), leathers, BW — 30x32, boots — Vik. No. 9, tires — 460x18 — 300x21 knob — 300x21 trials — no junk. AFTER FIVE (213) 796-7722. (28)

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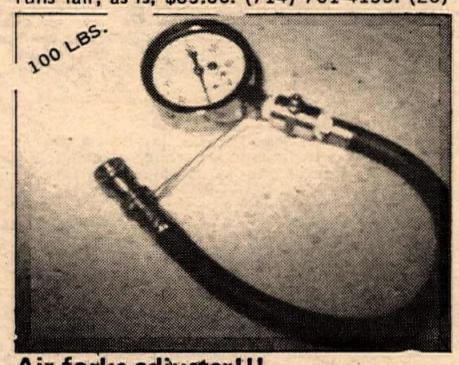
Ducati 250. Betor forks, Akront rims, forward mounted Curnutts, Vesco skinny-fat tank, $275.00 or best. Honda 305 scrambler, runs fair, as is, $65.00. (714) 761-4155. (28)



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Excellent condition, Sigerson cams-valve springs, megaphone pipes, special Can silencer. 1 yr. flat tracker back-up bike, $4,500. (301) 838-0158 or (301) 836-6815.

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Shop maintained, Fox shocks, proven winner, $1150.00. Ask for Steve (213) 278-1522.

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Excellent condition, Koni shocks, all the trick Husky goodies and well maintained. Just $825.00. Evenings (714) 554-3918. (28)

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C-Z '74½, 250 MX
Air forks, cantilever, porting, pipe, carb, Motoplat, new piston, A-1, much more. $500 or ? (714) 463-7687. (28)

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New tires, laid down Konis, air forks, boots, extra inch travel, 32 Mikuni, ported, new rings, Magura levers, DG air box & Twin Air. (213) 457-9046. (28)

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'73 Elsinore 250
Jones ported, fast, good performance, good condition, $575.00. Many extras. (213) 331-1579. (28)

'75 Bultaco Frontera
Fresh engine & gearbox, new pipe, Pettys, reliable and fast, $900.00. Steve (714) 536-7309 or (714) 675-9410. (28/2x)

1974 Husky 400 WR
Set up for desert, excellent shape, best offer. (714) 556-4339. (28)

Rocket! & sounds?
'74 VR Montesa. Ridden only six times, excellent condition. $850 or 200 & take over payments. Eves. after 5. Also Teac 360-S home cassette deck, less than year old, $175. (213) 287-8564. (28)

'76 Yamaha YZC monoshock
Fork boot, chain tensioner, super condition. Must see, sacrifice $650. (213) 864-3101. (28)

Honda 125, Maico 250
'74 CR125M, excellent condition, FMF pipe, ported, FMF chain kit, sacrifice, $425.00. Maico 250, forward mounted G.P. Konis, clean, $550.00. (213) 963-3024. (28)

'75, 250 HUSKY WR, mag, Profab swingarm, Vesco tank, 8½" fork kit, desert ready, $850. Also '72 YAMAHA 100 enduro, $275. (213) 868-5551. (28)

1955 B34 BSA single — rare
Runs good, have standard & Cerianis, fork, extra parts. Trade for late MX 400 or trials, road — offer. San Jose (408) 259-1083. (28)

Speedway bike & equp.
"71" Jawa, ex. running cond., new cams, lifters, piston, rod, everything for 1st Div. Small & large seats, 4 sets of bars, plus lessons to ride. Super deal! $1395. (714) 642-6992. (28)

1976 Yamaha YZC 125
OCC monomod 8½", kitted forks, FMF up-pipe, new sprockets, chain & tires, G.P. seat, KN filters, $700.00. Charleen Higgins, after 6 p.m. (213) 886-5107. (28/3x)

'73 CR 250 MX, $500.00 firm. '72 HODAKA 125cc WOMBAT, 600 miles, $300.00 firm. (213) 883-5573. (28)

'75 Bultaco Pursang
Fast & many extras. Must sell FAST. Ask for Jordy. $750.00 or best offer. (714) 673-2861. (28)

YAMAHA DT 400C, 1976, $900.00 or best offer. BULTACO PURSANG, 1972, $700.00 or best offer. YAMAHA 125 YZ monoshock, 3 weeks old, $700.00. (213) 257-4339. (28)

'75 HONDA XR75 modified, cost $1000.00, take $400.00. Call (213) 331-5861. (28)

'74 Husky 125
T&M porting, GEM reed valve, Konis, Betor forks, and much more. Little used, excellent condition, $545.00. (213) 479-5652. (28)

1975 Astro 360 Bultaco
And spares. Disc brakes, just rebored, new piston & rings. Looks better than new. Must see to appreciate, $750. Redding, Calif. (916) 275-3897. (28)

Shalako
Custom fiberglass sport machine. 35+ m.p.g. 4,000 miles on engine. Primo inside and out, $2995.00. (213) 899-9184. (27/TFN)

400 GP Maico
Completely new throughout. Brand new barrel, top end, lower end, trans., handlebars, cables, front wheel, fork springs, seat, fenders, pipe, rear Metzeler. This bike has been completely rebuilt from the ground up. Must sell, sacrifice $550.00. Evenings (213) 348-7489. (28)

1973 PENTON 175, Konis, DID, Cheng Shins, more. Best offer. (213) 762-9374. (28/2x)

1974 CZ 250 'like new'
Lay down shocks, GP front end, plastic tank & fenders, Magura throttle, $550.00. Excellent condition. Ask for Frank (213) 943-2711. (28/2x)

Last chance, 450 WR Husky '72
Very clean, many extras. Must sell, going to Canada. Many new parts included. 4 gal. Vesco — need gas money for my Yamaha. 8:00 a.m.-6 p.m. (714) 870-6950. (28)

'75, 250 GP Husky, $795
Fox Forx, new seals, gas Curnutts, 4 gal. Vesco tank and stock alloy tank, new steering head bearings, K&N filter, Malcolm's skid plate, tool bag and needle bearing swingarm, rear Sun rim, unbreakable fenders, new Diamond chain, standard bore. Being transferred. $795, must sell. Phone: days (714) 269-3430, evenings (714) 242-2250.

1974 YAMAHA MX. NEVER RACED, Petty desert tank, tool box, excellent cond., $650. (213) 693-8389. (28)

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Excellent condition, with air forks, and shock modification, expertly maintained, $700.00. Call Bob after 3 p.m. (213) 329-2120. (28)

'74½ Bultaco 250 Pursang
Super trick bike, excellent condition, fresh engine, see to appreciate. $650. Ask for Mike (213) 923-3533. (28/2x)

'73 Husky 250CR & 125 Honda
C.R., good condition, $395.00. Husky has new top end and new gear box, $575.00. Xtra clean. (714) 645-1446 or (714) 644-6749. (28)

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Clean CZ
125, plastics, button mag, Mikuni, Curnutts, ridden 4 times, great trail bike. $350.00 firm. Call between 5 & 8 (213) 322-7813. (28)

New '75 Phantom, '74 Yankee
'75, 250cc Ossa Phantom, new, 2 mo. old, $695.00. 500cc, '74 Yankee enduro, like new, $450.00. Must sell. (213) 835-1164. (28)

'72 450CR Husqvarna, $450.00
38mm Mikuni, Curnutts, K&N bars, Filtron, plastic fenders, Terry cables, many more extras. Must sell this week, $450.00 or best. After 6:30 call (714) 494-7909. (28)

'72 Maico 400 MX
Good condition, $300.00. (714) 646-8354. (28)

'72 Yamaha 125
Excellent condition, 5" Curnutts, Akronts, ported, torque up-pipe, Pettys, 350 Cheng Shin, 300 Metzeler, pre-mix. $345/offer. (213) 346-9884. (28)

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Perfect condition, many extras included in fair price. (714) 684-3345. (28)

'72 TM400 SUZUKI dirt bike needs some work, $225.00. Datsun 510 engine complete, $225. Trans $75. Radiator $25. '72 SL100 Honda less engine, $70. Olin Mark 6 skiis 175CM never used, $100.00. (213) 484-1449. (28)

RM 125 Suzuki
$650.00. Xlnt. cond. Call after 5:00 (213) 923-7409. (28)

1972 HONDA 750, well maintained, semi-cafe, $1200.00. Also ratty KERKER pipe, $45.00 — good for racing. (714) 998-0683. (28)

Special July porting prices
Hot stuff for CR 125, YZ 125, $45.00. Stages to suit your preferences. Personalized service, satisfaction or money back. Call Blue Streak Porting (714) 992-4921. (28)

'74 Ossa SDR & '75 Suzuki 100
Ossa has Koni shocks, VDO, etc. $400.00. Suzuki TS100, only 900 miles, $350.00. Will consider offers. (213) 780-4236. (28)

Super bargain — $395
Rickman 125 SD Zundapp 1974, extremely clean, street legal, extras, 950 miles. Norm (213) 284-8501. (28)

Roadracer for street
Factory Yamaha TR-3 350. Puts away 750s, outhandles any RD350, ultimate cafe, ride a real racer. $695 or best, trade? 5-7 p.m. (213) 766-5565. (28)

Sale or trade 250 Yam. MX '72
Xlnt. condition, plastic YZ tank, $295.00 or trade for Yamaha or Honda enduro 175 or bigger, trade even or cash plus my bike. (213) 249-4125. (28)

Wanted Honda service manager
and Honda mechanic, experienced only need apply. Vacations, paid holidays, insurance, & etc. Ontario Honda, 1170 W. Holt, Ontario, CA. (714) 983-0695 or (213) 331-7115. (28/2x)

1974—133cc Automatic tracker
No shifting. Great for beginner or expert. 18" wheels, only 66 actual miles. 80 miles per gal. Guaranteed perfect. Must see. Only $395 or best offer. (213) 662-1038 days, (213) 245-1375 eves. (28)

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Can be used for hauling or camping. 5' x 7'. New condition. Heavy ¼" steel frame. 2500 lb. capacity. Completely rubber lined. Large size 13" tires. Must see. $500 or best offer. (213) 662-1038 days, (213) 245-1375 eves. (28)

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Trackmaster framed XL350, proven winner, many extras, $1400.00. Ossa 175 5-speed, good beginner's racer, many extras, $500.00. Trackmaster frame for TD-2B twin, adaptable for different engines, $350.00. Complete bike, $800.00. Shawn Leipold (805) 763-1759 daytime. (805) 765-2789 night. (28)

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Very good condition, $450. (714) 528-6745 after 6 p.m. (28)

1975 XL 410, BORED, ported, cam, pipe, piston, etc. $675. (213) 397-7263. (28)

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Extremely clean and well maintained, FMF porting and extra tank. Best offer. (714) 833-1298. (28)

Yamaha TT500 PKG
Exhaust system (dyno-6 hp) & skidplate (6061 T-4 aluminum) bolt on NO MODIFICATIONS, $69.95. Write PMA, 3001 Redhill Bldg. 6 No. 203, Costa Mesa, CA 92626. (28)

1968 YAMAHA 250 MX/enduro, clean, many extras, $350. (213) 641-8929. (28)

Yamaha trials
A pair of TY-250As. Great for trail or competition, low mileage, excellent condition, $500.00 each. (213) 595-3834 or (213) 439-2246. (28)

1974—340cc Rokon Automatic
Koni shocks, alum. bars, all chromed & polished alum. parts, magnesium wheels, many extras. Very reliable in street or dirt. Used as show bike, only 1,000 street miles. Perfect. Over $2,000 invested. Must see. Best offer over $1,000 takes. (213) 662-1038 days, (213) 245-1375 eves. (28)

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'74 CZ 400
Lay down shock Konis, Mikuni, Motoplat, chain tensioner, plastic tank & fender, $650. (213) 439-5363. (28)

Welder
Acetylene, exhaust pipes. Experienced only, $6.00 an hour-piece work. (714) 839-0151. (28)

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Very fast, powerful, agile, smooth suspensioned, rocketship. Almost all "Gaylon Mosier-TRICKS." Call JON for more information. MUST sell SOON, MAKE OFFER. Lots of EXTRAS. (213) 595-1691 days. (28)

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Largest inventory in Southern California. CITY CYCLE CENTER, Pico Rivera, CA. (213) 861-4139. (28/2x)

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Honda Del Rey needs experienced partsman, who enjoys company benefits and good pay. CALL NOW (213) 391-6217. (28/TFN)

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Immaculate condition! Hardly ridden, many custom parts! Reeds, microplate, etc . . . and extras. Call for info. Must sell!! $500.00 firm. (213) 661-0905. (28)

Elsinore CR 125, 1975
Mikuni, Webco head, pipe, lay-down shocks, long swingarm, cleaned-matched porting, 520 chain, choice of shocks, hardly ridden, sharp, $650.00. Wkdys. (714) 837-9638. (28)

1975 ELSINORE 125, very clean, $550. Santa Monica (213) 454-4460. (28)

Husky 175 GP
8½" Betors, 3½ gal. Vesco, 34 Mikuni, Phase II air cleaner, xlnt. cond., $875. New stock yellow Husky tank, $50. (213) 980-1268. (28)

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Don't spend a lot of money lightening up your cranksahft. I'll trade you my ultralight inner rotor CDI, for your heavy outer rotor CDI. Why? Because I want to put lights on my bike. (Bolts right on.) (213) 984-1436. (28)

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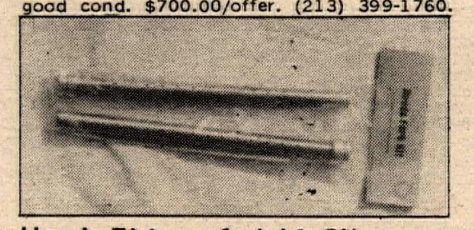
Truly excellent condition, very reliable, many, many extras, $500. (714) 595-8406. (28)

Cheney BSA 500
Ceriani forks, Koni shocks, 34mm Mikuni, good cond. $700.00/offer. (213) 399-1760.



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They work with air or springs & have progressive dampening. Fits CR125 8"+ & 250 8½". Also call on other Hondas, $19.95 plus tax and postage. Hiiesalu Mfg. Co., 322 N. Limba St., Burbank, CA 91505. (213) 842-3280. (28/2x)

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Daytona winner, built & maintained by Tommy Byars, Dunlops, Yamaha seat, fairing, ignition, RM cranks, shortened cylinders, special pipes, not ridden since AMA Nat'l. Qualifier in Oct. $700. Jody Weisel (213) 427-7433. (26/TFN)

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C&J, Barnes, TT & flattrack, excellent. (213) 379-4547. (28)

22' Smuggler loaded — must sell
Separate head and shower — air cooled — tape deck, electric jack, awning — extra water. Super clean — $4500. (213) 746-5790 wk. days. (213) 876-0267 nites. (28)

Yamahas, 1 st. & 1 dirt & Hon. trial
Divorce sale — RD-350, $600. 250 trials, $550. Hon. 145 trials, $375/or offer on each. (714) 557-2442. (28)

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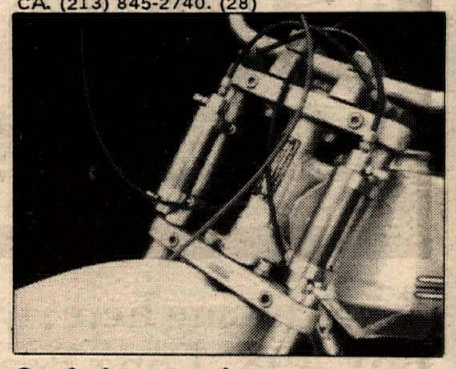
'76 KTM 400 MX SALE! — '76 Husky 125 GP SALE! '75 Maico 450 SALE! "Let us make a deal." 437 S. Victory Blvd., Burbank, CA. (213) 845-2740. (28)



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For all bikes using gas/air fork kits. Adds another dimension for total gas adjustment. $49.95 complete with mounting hardward & instructions. Ottows Werks, 15156 Downey Ave., Paramount, CA 90723. (213) 531-8801. (28/EOI/2x)

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Excellent condition, many extras. Call early morning or late night. (408) 624-4468 Carmel, Calif. (28)

'75, 125 RM
Top condition, ported, milled, carb. & more. Call for details. $600. (714) 521-6722. (28)

Need cash !!
'71 CZ 400, Mikuni, S&W shocks, 2 tanks, 2 pipes, special tools, shop manuals, many extras. Runs great, $300.00. Eves. (714) 277-5452. (28)

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Street legal, excellent condition, $650.00. (714) 735-1998. (28)

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Trials model, excellent condition, Renthal handlebars. Must sell, $700/best. (714) 655-4747. (28)

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All plastics, Sunburst head, transistorized ignition, great handling! $425.00/best. Call (213) 835-9496 ask for Tom (28)

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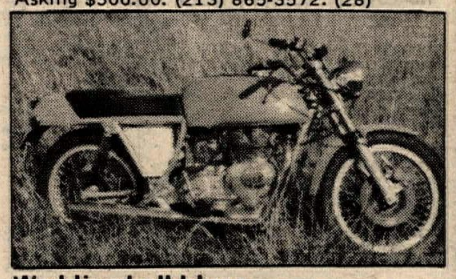
Mikuni, cam, valves, 8" Betors, 6" Curnutts, magnesium hubs, alloy rims, electronic ignition, much more. $875 or best offer. Days (805) 544-1332. (28/2x)

'75, 250 mono
Excellent condition, many extras. $850.00/best offer. Call (213) 335-4377 after 7 p.m. (28)

'72 BULTACO 250 PUR., loaded with extras, hardly ridden, xlnt. cond., $425.00. (213) 695-2988. (28)

'75 Elsinore 125
Super clean, mint condition, lots of extras, pipe, swingarm, Boges, fin head, 30mm carb. Asking $500.00. (213) 865-3572. (28)



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Forces sale of my British beauty — Rickman Metisse 750cc. Incomparable road bike equipped with discs, Cerianis, Dunlop TT100s, alloy rims, and more. $1195.00. (913) 843-1841. (28)

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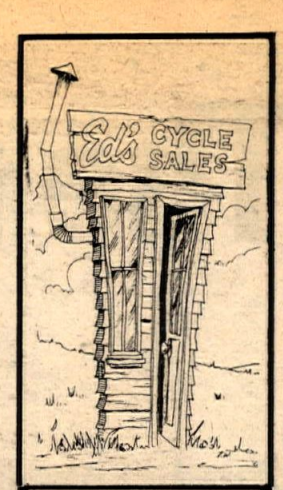

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Honda takes first and second at Keysers Ridge 125cc National.

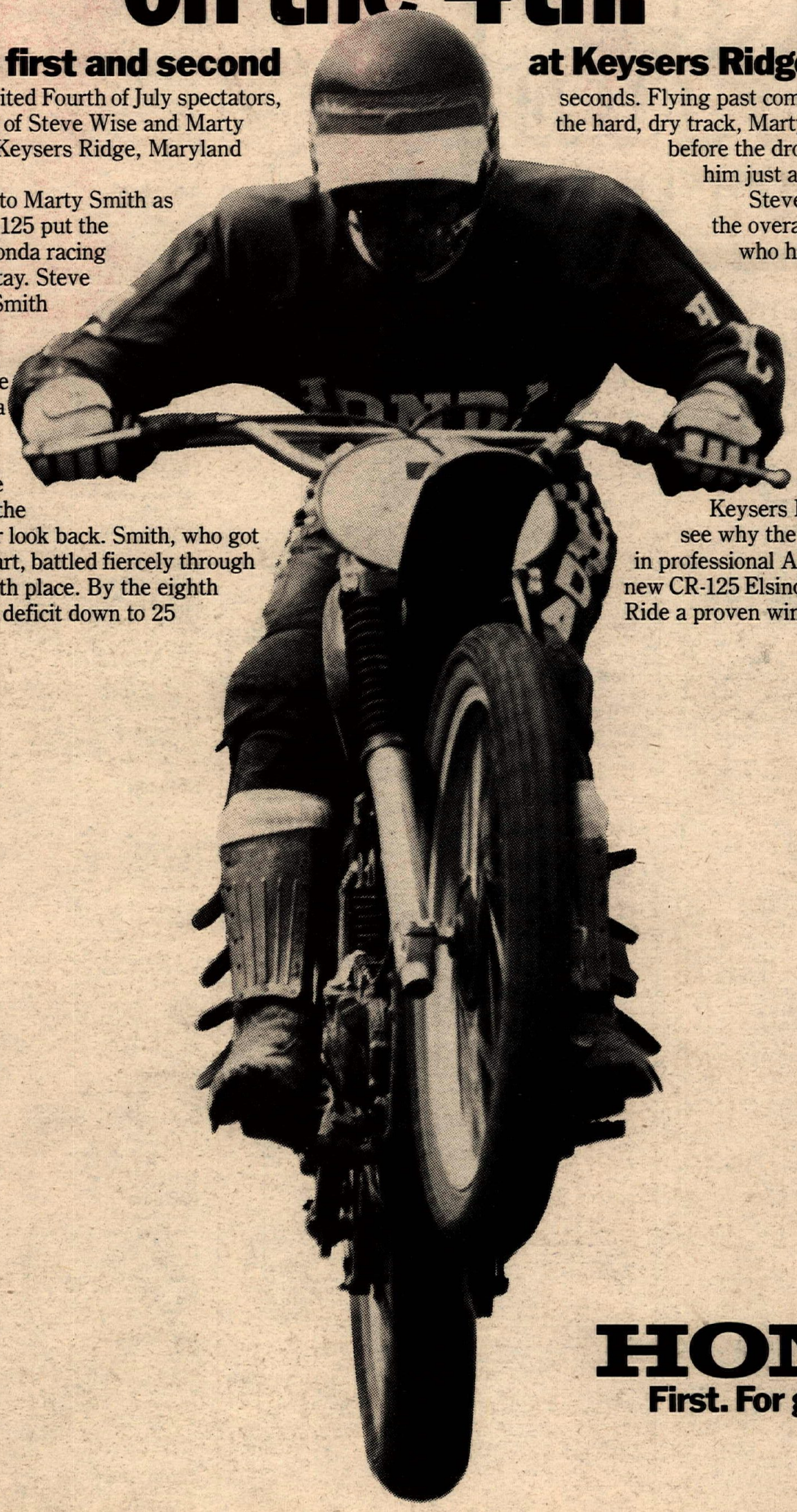
In front of 7,000 spirited Fourth of July spectators, the Honda Elsinores™ of Steve Wise and Marty Smith dominated the Keysers Ridge, Maryland 125 National.

Moto one belonged to Marty Smith as he and his factory RC-125 put the red, white and blue Honda racing colors out in front to stay. Steve Wise followed Super Smith home on his modified production CR-125 Elsinore, setting up the first of a double Honda sweep of the event.

The second 40-minute moto saw Wise grab the lead right off the starting line and never look back. Smith, who got an unexpected poor start, battled fiercely through the pack from thirteenth place. By the eighth lap, Marty had cut his deficit down to 25 seconds. Flying past competitors at a blistering pace on the hard, dry track, Marty worked his way up to second before the drop of the checkered flag caught him just a wheel short of another victory.

Steve Wise took that final moto and the overall victory. Marty amazed those who had never had the chance to see him and his Honda do their particular magic before, as he took second overall behind Wise, strengthening his position as he battles to retain his AMA #1 plate.

With both a production machine and a factory bike in the winners' circle at the Keysers Ridge 125 National, it's easy to see why the Elsinore is the winningest 125 in professional AMA motocross history. See the new CR-125 Elsinore at your Honda dealer today. Ride a proven winner.



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Always wear a helmet and eye protection when riding. Model availability may be limited. CR's are designed primarily for motocross use and are sold "as is" without warranty.
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